ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

(GENERAL BRANCH),

BOMBAY PRESIDENCY,

FOR THE YEAR

1897-98.

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ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT

FOR THE YEAR 1897-98.

GENERAL REMARKS.

1. The total expenditure of the year on Civil Works was Rs. 45,15,090 as below :—

			Rs.	Rs.
Outlay in India.				
Imperial	...	...	... 1,28,927	
Suspense	...	...	... ...	
				1,28,927
Provincial	...	...	... 26,77,303	
Suspense	...	...	... —8,024	
				26,69,279
Contributions. Provincial inclusive of suspense			... 74,889	
Contributions. Excluded Local Funds do.			... 5,43,915	
				6,18,804
Incorporated Local Funds		...	... 11,00,427	
Suspense	...	...	... —2,588	
				10,97,839
			Rs.	45,14,849
Add—				
Outlay in England		...	... 154	
Loss by Exchange		...	... 87	
				241
		Grand Total	... Rs.	45,15,090

2. In round figures the expenditure on New Works was 17 lákhs ; on Repairs about 18¼ lákhs ; on Establishment 9¾ lákhs ; and on Tools and Plant ½ lákh and Suspense ½ lákh minus.

3. Under Imperial Services, *Salt*, residential quarters for Kárkuns at Khárághoda, for the Sir-Kárkun of Bassein at Umela, and for the additional Assistant Inspector at Castle Rock were completed. The Inspection Bungalow at Castle Rock and quarters for the Sir-Kárkun and his establishment at Umberdé were in progress.

4. Under the head *Post Offices*, the construction of a porch on the north side of the General Post Office, Bombay, was in progress.

5. Under *Telegraphs*, a shed for the dynamo and the electric light engine, in the compound of the Telegraph Office, Bombay, was completed, and improvements to the out-houses, &c., in connection with the Indo-European Telegraph Buildings at Karáchi, and the drainage of the Telegraph Buildings at Sukkur, were carried out.

6. Under Provincial Services, the progress was as follows :—

7. Under *Customs*, the huts for the accommodation of the peons of the Customs Department, Bombay, were in progress. A new Customs-house at Honávar was completed.

8. Under the head *Provincial Land Revenue Buildings*, new Mámlatdárs' Kacheris were in progress at Sirsi, Chiplún, Karád and Medha, and were completed at Godhra and Jambusar.

9. The work of converting a portion of the old Jail at Surat into Public Offices was completed.

10. At Government-house, Ganesh Khind, Poona, the work of renewing the ceiling was in progress, and additions to the Staff Bungalow were completed.

11. Under *Political Agencies*, the Rájasthanik Hall at Sádra was practically completed.

12. Under the head *Educational*, under buildings classed as Provincial, the Telang High School at Godhra, and the additions to the Deccan College at Poona, described in last year's report, were completed. A new High School at Sholápur, and additions and alterations to the Training College at Dhárwár, were in progress. The school-house at Rájápur in the Ratnágiri District was completed, and one at Gajendragad in the Dhárwár District was in progress. Materials were collected for the improvements of the drainage arrangements at the Students' quarters, Elphinstone College, Bombay.

13. Under private buildings assisted by Government grant-in-aid, the Gujarát College at Ahmedabad was completed, with the exception of painting, and the Principal's quarters attached to the same College were commenced. The final accounts of the Cathedral High School for boys at Bombay, which were closed last year, were re-opened, and some minor work carried out.

14. Of private buildings undertaken wholly from contributions, at Sádra the school-house for 300 boys was completed, and the final accounts of the additions to the Principal's quarters, Wilson College, Bombay, were closed. The Beni-Israel Girls' School and a new class-room for Bishop's High School at Poona were completed.

15. Of the Local Fund or Municipal Schools, one at Pravara-Sangam in the Ahmednagar District was completed, and another at Sompur in the Báglán Táluka of the Násik District was in progress, but owing to difficulties regarding the site, only a small amount of work was done.

16. Under *Ecclesiastical*, the construction of the campanile for the Church of the Holy Name, belonging to the Society of St. John the Evangelist, was completed.

17. Under *Law and Justice*, the Subordinate Judges' Courts at Jambusar, Viramgám, Erandol and Nandurbár were completed, and those at Kapadvanj, Yeola, Kárwár and Dápoli were in progress.

18. Under *Jails*, quarters for three clerks and thirteen warders in the Criminal Jail at Thána were completed.

19. Under *Police*, lines for the Police at Dhanduka and Sháhpur in Sind were completed. The lines for the Mounted Police at Pálanpur were completed, and the work of building a quarter-guard there was commenced. Progress was continued on the Police Lines at Olpád and Sholápur. Those at Ránebennur and Shirála were in progress. At Bombay some extra items were carried out at the Head-quarters Police Offices and lines on the Esplanade. At Poona, the City Police Lines were completed, and additions and alterations to the residence of the District Superintendent of Police were in progress. In the Násik District, the Police Lines at Sinnar were completed, and those at Peint were in progress during the year.

20. Under *Medical*, at Poona the work of improving the drainage of the Sassoon Hospital was practically completed. Plague Hospitals, observation and detention camps, permanent and temporary wards and sheds in connection with the same epidemic were constructed at St. George's Hospital, Bombay, and at Poona, Sholápur, Manmád and Bhusával.

21. The construction of combined mortuaries and *post-mortem* room in the Jamshedji Jijibhoy Hospital at Bombay, additions and alterations to the Hospital at Sádra, and the Scott Hospital at Palanpur were completed during the year. A re-arrangement of the latrines at the Gokuldas Tejpal Hospital, Bombay, was carried out.

22. Several new dispensaries at various places were commenced or completed, the important ones being those at Uran and Jamner, and the Veterinary Dispensary at Dhulia.

23. Quarters for Hospital Assistant at Satána were completed.

24. Work on the Narotamdás Mádhavdás Lunatic Asylum at Nowpáda was in progress.

25. Under *Miscellaneous*, a new bungalow for the Superintendent at Mátherán was in progress; and so were the improvements to the drainage arrangement of the Observatory Buildings at Colába, Bombay, and the work of erecting plague camps for the Bombay Plague Committee at different parts of the city. The latrines at the Government Central Press were improved and enlarged.

26. The works in connection with the Stallion Stables at Nagar, and certain minor works that remained to be constructed at Dhulia in connection with the office and residence of the Executive Engineer, Khándesh District, were completed.

27. Under *Miscellaneous Public Improvements*, the most important is the Surat Water-supply, which was practically completed, with the exception of the Ránder portion; the work connected with the water-supply at Murbád was also in progress.

28. Of *Miscellaneous Works*, the work of protecting the city of Surat from floods in the Tápti river, and the renewal of the wooden jetty at Surat were completed. A fire service was provided at the Cotton Green at Colába, and the work of construction of roads and drains on the Chaupáti Estate at Bombay was continued.

29. The actual cost of *Establishments* of all classes in 1897-98 was Rs. 19,23,833 as compared with—

Rs. 19,91,652 in 1896-97,
and
Rs. 20,20,515 in 1895-96.

30. The following table shows the distribution of the charges in each year from 1894-95:—

Head of Service.	1894-95.	1895-96.	1896-97.	1897-98.
Imperial.	Rs.	Rs.	Rs.	Rs.
Military	24,073	35,345	30,534	29,684
Barrack Department	8,790	7,647	7,163	6,964
Civil Works	23,056	36,082	36,119	21,552
Irrigation	8,33,121	8,40,598	8,91,030	9,10,678
Total, Imperial ..	8,89,040	9,19,672	9,64,846	9,68,878
Provincial.				
Civil Works	9,48,212	9,08,597	8,42,422	8,38,527
Irrigation	2,626	4,475	3,711	3,224
Total, Provincial...	9,50,838	9,13,072	8,46,133	8,41,751
Local Funds.				
Incorporated	1,39,246	1,47,064	1,47,415	96,892
Excluded	21,938	40,707	33,258	22,312
Total, Local Funds ...	1,61,184	1,87,771	1,80,673	1,19,204
Grand Total ...	20,01,062	20,20,515	19,91,652	19,29,833

31. The total outlay, including suspense heads, under all heads, including Irrigation, was as follows:—

		Rs.	Rs.
Military	Works and Repairs ...	1,56,020	1,94,578
	Establishment	36,648	
	Tools and Plant	1,910	
Imperial, Provincial and Local Civil Works.	Works and Repairs ...	34,93,460	45,14,849
	Establishment	9,79,283	
	Tools and Plant	42,106	
Irrigation	Works and Repairs ...	34,74,646	44,33,363
	Establishment	9,13,902	
	Tools and Plant	23,131	
Expenditure on stores received from England...		21,684	
			91,42,790

Of this amount, Rs. 72,49,293, excluding suspense heads, were expended on works and repairs distributed as under :—

	Rs.
Military Works	2,30,388
Civil „	35,39,656
Irrigation „	34,79,249
Total ...	72,49,293

The total charge for Establishment being Rs. 19,29,833, as detailed in paragraph 30, gives a percentage of 26·62 on the actual outlay of Rs. 72,49,293 as compared with 24·33 per cent. in 1896-97.

Omitting Irrigation establishment and outlay (which must be disregarded unless the revenue is also taken into account), and Barrack Department outlay, the comparison stands thus :—

	Rs.
Outlay on Works and Repairs	37,59,113
Cost of Establishment	10,08,967
Percentage	26·84

The percentage in 1896-97 was 24·33 and in 1895-96, was 24·43.

32. For facility of comparison the following statement is given, showing the outlay on Works and Repairs by Executive Divisions during the year :—

Divisions.	Executive Charges.	Area in Square Miles.	Outlay on Works and Repairs, 1897-98.						
			Provincial.		Local.	Imperial.			Total.
			Civil Works, including Contributions.	Irrigation.		Military, including Contributions.	Civil Works, including Contributions.	Irrigation, including Contributions.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Superintending Engineer, Northern Division.	Executive Engineer, Presidency	...	2,13,714	...	...	...	24,281	...	2,37,995
	Do. Ahmedabad (including Bhúj)	...	1,01,368	...	77,101	29,901	22,117	19,928	2,49,815
	Do. Surat and Broach ...	...	54,630	....	5,73,882	495	2,412	12,223	6,43,642
	Do. Kaira and Panch Mahals.	...	46,959	...	63,679	3,565	1,559	813	1,16,565
	Do. Thána	...	1,33,497	...	83,791	852	4,193	...	2,22,333
	Total ...	...	5,50,168	...	7,98,453	34,203	54,562	32,964	14,70,350
Chief Engineer, Central Division.	Executive Engineer, Poona District	...	2,62,523	...	49,944	14,748	1,050	...	3,28,265
	Do. Poona Irrigation	...	3,382	...	971	1,29,999	...	1,64,947	3,19,299
	Do. Násik	...	88,047	...	50,673	1,933	946	44,211	1,85,810
	Do. Ahmednagar	...	48,380	...	29,016	39,188	74	19,241	1,35,899
	Do. Khándesh	...	1,03,290	...	79,567	480	1,231	...	1,84,618
	Do. Khándesh Irrigation ...	...	...	...	527	...	...	68,738	59,265
	Do. Sholápur	...	39,347	...	28,701	70	197	65,664	1,33,979
	Total ...	...	5,44,969	...	2,39,399	1,86,418	3,548	3,72,801	13,47,135
Superintending Engineer, Southern Division.	Executive Engineer, Sátara	...	1,42,632	...	75,900	9,280	424	25,960	2,54,196
	Do. Bijápur	...	23,223	...	67,473	...	245	1,376	92,316
	Do. Belgaum	...	1,07,744	6,392	66,144	89	2,124	26,189	2,08,682
	Do. Dhárwár	...	36,114	...	1,91,241	298	10,222	...	2,87,875
	Do. Dhárwár Irrigation ...	...	...	...	4,528	...	...	17,610	22,138
	Do. Kánara	...	1,19,754	...	21,805	...	1,598	...	1,43,157
	Do. Ratnágiri and Kolába ...	...	1,64,988	...	24,634	100	9,532	158	1,99,432
	Total ...	...	6,44,454	6,392	4,81,745	9,767	24,145	71,293	12,07,796
Indus Left Bank.	Executive Engineer, Eastern Nára	..	3,673	...	1,411	...	165	1,08,973	1,14,222
	Do. Fuleli Canals	...	5,273	...	245	...	100	2,70,304	2,75,922
	Do. Hyderabad Canals N. D. ...	...	5,158	...	1,587	...	...	2,71,940	2,78,685
	Do. Hyderabad Canals C. D. ...	...	12,305	...	15,614	...	2,512	97,929	1,28,360
	Do. Jamrao Canals, 1st District	...	...	...	...	...	...	6,09,675	6,09,675
	Do. do. 2nd do. ...	...	...	...	...	...	...	5,37,270	5,37,270
	Do. do. 3rd do. ...								
	Total ...	...	26,409	...	18,857	...	2,777	18,96,091	19,44,134
Indus Right Bank.	Executive Engineer, Karáchi Canals	...	58,867	..	8,022	...	3,408	2,18,818	2,89,115
	Do. Ghár Canals	...	9,628	...	3,264	...	58	1,60,290	1,73,240
	Do. Western Nára	...	7,356	...	309	...	108	2,31,286	2,39,149
	Do. Begári Canals	...	6,400	...	1,334	...	199	3,52,632	3,60,565
	Do. Shikárpur Canals	...	21,759	...	23,748	...	1,355	1,33,385	1,80,247
	Total ...	...	1,04,010	...	36,767	...	5,128	10,96,411	12,42,316
Chief Engineer, Bombay Command, Military Works Department.	Executive Engineer, Aden	...	11,951	...	...	...	13,201	...	25,152
	Add—Outlay by Civil Officers	...	6,476	...	...	...	2,849	3,085	12,410
	Grand Total ...	...	18,88,437	6,392	16,45,221	2,30,388	1,06,210	34,72,645	72,49,293

33. The cost of Works Establishments by Districts is shown in Appendix C. The reason why the percentages are lower in some Districts than in others is that when works are executed by contract, the expenditure on establishment

is lower, and that whereas it is practicable in certain Sub-Divisions to divide the expenditure proportionally to works in a concentrated area, it is not practicable to do so when establishment is entertained for general duties over a larger area.

34. The *revenue* realised in the Public Works Department, as compared with the previous two years, was as follows :—

	1895-96.	1896-97.	1897-98.
Imperial.	Rs.	Rs.	Rs.
XXXI.—Military Works	12,053	10,218	8,714
XXIX.—Irrigation Major Works	5,76,605	4,93,217	5,92,265
XXX.—Irrigation Minor Works and Navigation ...	2,28,127	2,22,090	2,16,350
Provincial.			
XXXII.—Civil Works	8,69,993	7,86,971	6,21,837
XXX.—Irrigation Minor Works and Navigation ...	23,023	22,441	31,837
Grand Total ...	17,03,801	15,34,937	14,71,003

35. The *toll* revenues, including receipts under the Highway Act, in the three years were :—

	Rs.
1895-96	6,73,855
1896-97	6,14,423
1897-98	4,56,138

36. *Famine Relief Operations.*—At the commencement of the year under review the famine relief works which had been commenced in the previous year continued to attract large numbers of distressed people, and some additional works were opened. Most of the work done consisted of improving existing roads and breaking metal for repairs. In many cases it was necessary to collect reserve metal sufficient for the maintenance of the roads for future years, in order to give employment to the increasing numbers that came to the works. Details of these works are given in the body of the report.

The construction of new roads also gave employment to a large number of people. The works in progress were Bárámati-Nira Station Road; Kharda-Shrígonda Road, Section I from Jámkhed to Kharda; Kharda-Jategaon Road; Shindkheda-Gorana Road; Sákri Ghorda-Road; a portion of the road between Gokák and Dhupdal Station; Ashta to Ashta Road Station Road; Shedbal-Athni Road; Indi-Indi Station Road; Takari-Islámpur Road; Bádámi-Mudkavi Road; Muddebihál-Nalatvad Road; Hungund-Nandwadgi Road; part of Nagar-Mirajgaon Road; Mahi-Jalgaon-Karmála Road, and the Honvad-Athni Road. Details of these works are given in the body of the report.

The construction of the earthwork of the Bársi Station-Pandharpur Railway and Pandharpur-Sángola Railway was also in progress; the first was opened in March and the latter in April 1897, both works being closed in November 1897.

37. *Measures for the suppression of Plague.*—The erection of plague camps, hospitals, observation sheds, &c., was carried out in Bombay, Poona, Sholápur, Manmád and Bhusával. The details of the works are given under the head "Medical".

38. Details of the principal works in progress or completed during the year will be found under the several heads and sub-heads.

I.—CIVIL BUILDINGS.

I.—IMPERIAL SERVICES.

39. The expenditure under this head was Rs. 1,29,168, subdivided as follows:—

	Rs.
Original Works	40,100
Repairs	66,110
Establishment	21,552
Tools and Plant	1,406
Suspense	...
	1,29,168

And the works carried out were as follows :—

3.—SALT.

40. **Tha'na District.**—The work of constructing quarters for the Sir-Kárkun at Umela, Bassein, which was described last year, was completed on 15th July 1897, and handed over for occupation on 28th July 1897. These quarters have supplied a long felt want in the administration of Salt Revenue. Rs. 277 were expended during the year, while the total expenditure amounted to Rs. 4,214, against the sanctioned estimate of Rs. 4,151.

41. **Ahmedabad District.**—The work of building kárkuns' quarters at Khárághoda, described in last year's report, was completed at a total cost of Rs. 3,441, of which Rs. 198 were spent during the year. The sanctioned estimate amounted to Rs. 3,860.

42. **Dha'rwa'r District.**—Quarters for an additional Assistant Inspector at Castle Rock in the Dhárwár District, commenced in the previous year, were completed at a total cost of Rs. 7,048, against the estimate of Rs. 7,242.

43. An Inspection Bungalow at Castle Rock was commenced and good progress made during the year. The outlay during the year was Rs. 7,678, against the estimate of Rs. 10,575.

44. **Kola'ba District.**—In the Kolaba District, quarters for the Sir-Kárkun and his establishment at Umberdé in progress last year, were continued during the year under report; the total outlay was Rs. 6,000, against the estimate of Rs. 9,951.

6.—POST OFFICES.

45. **Presidency District.**—As much inconvenience was felt owing to the absence of shelter from sun and rain on the north side of the General Post Office Building, where mail carts are loaded and unloaded, a porch (37′ 6″ × 26′) of iron and zinc work has been erected. The cast-iron columns, on which the roof rests, are placed on a plinth of Coorla stone. The roof is of zinc sheeting on teak planking fixed to teak purlins supported on steel girders. The porch is similar in appearance to those on the east and west sides. The work was nearly completed at a total cost of Rs. 3,018, against the sanctioned estimate of Rs. 3,551.

7.—TELEGRAPH.

46. **Presidency District.**—Certain improvements were carried out in the lighting of the Telegraph Office, Bombay, by providing new electric lights and accommodation for the oil engine and the dynamo. A shed 35′ × 18′ internally and 15 feet in height has been erected in the compound to the west of the joint latrines for the Post and Telegraph Offices. Water fittings and drainage arrangements connected with the engine have been provided. The work was completed at a total cost of Rs. 4,499, against the revised estimate of Rs. 4,745.

SOMALI COAST WORKS.

47. The total expenditure incurred during the year on "Somali Coast Works" was Rs. 5,257, against the grant of Rs. 5,612, the works carried out being all important Minor Works.

II.—PROVINCIAL SERVICES.

CIVIL BUILDINGS.

48. The expenditure from Provincial and Local Funds and contributions, including the outlay on Forest and Customs buildings, was Rs. 15,91,210, subdivided as under:—

	Rs.
Original works	7,42,292
Repairs	3,78,870
Establishment	4,55,883
Tools and plant	14,165

And the works carried out were as follows:—

8.—ADMINISTRATION.

4.—Land Revenue Buildings.

49. Mámlatdárs' Kacheris were in progress at Chiplún in the Ratnágiri District; at Karád and Medha in the Sátára, and at Sirsi in the Kánara Districts. The estimated cost of the Chiplún Kacheri is Rs. 34,354, out of which Rs. 14,749 were spent to the end of the year. The Karád Kacheri is estimated to cost Rs. 32,034, against which an outlay of Rs. 28,809 was incurred to the end of the year. The work was stopped on this Kacheri as the building was required for purposes of segregation in connection with the plague. The outlay on the Medha Kacheri amounted to Rs. 10,950, against an estimate of Rs. 33,501.

50. The work on the Sirsi Kacheri was in progress till December 1897, when it was temporarily suspended owing to a dispute with the contractor. Rs. 10,899 were expended, against an estimate of Rs. 34,620.

51. The Jamkhed Kacheri in the Ahmednagar District was also in progress. The superstructure and roofing of the main building and that of the left wing have been completed. The total outlay to end of the year was Rs. 14,994, the amount of estimate being Rs. 35,189.

52. The following eight Mámlatdárs' Kacheries were finally completed during the year:—

(1) Jambusar in the Broach District,
(2) Godhra in the Kaira District,
(3) Sirur in the Poona District,
(4) Ankola in the Kánara District,
(5) Sinnar in the Násik District,
(6) Ráver and Yával in the Khándesh District, and
(7) Alibag in Kolába District, except the urinary.

53. On the Jambusar Kacheri the total expenditure incurred was Rs. 27,958. The expenditure on the Godhra, Sirúr, Ankola and Sinnar Kacheris being Rs. 13,093, 27,742, 28,067 and 28,147 against the estimates of Rs. 14,746, 27,767, 28,380 and 28,378 respectively. On the two Kacheris in the Khándesh District, viz., at Ráver and Yával, the outlay was Rs. 16,530 and 29,991, against estimates of Rs. 17,224 and 31,570, respectively. The Kacheri at Alibág was completed at a total expenditure of Rs. 20,809, against the estimate of Rs. 20,608, excepting the urinary.

54. The work of converting a portion of the present Jail at Surat into public offices was completed at a total cost of Rs. 9,177.

55. The work of removing and renewing the Mukhtyárkárate at Shahadádpur in the Ghár Canals District was completed during the year at a total cost of Rs. 3,121 against an estimate of Rs. 3,324.

56. The record buildings at Násik, described in the previous reports, were completed during the year at an expenditure of Rs. 17,489, against the estimate of Rs. 18,410.

5.—EXCISE BUILDINGS.

57. The two liquor sheds forming part of the project for a new distillery at Kotri, commenced last year, were completed at a total cost of Rs. 17,069, against the estimate of Rs. 17,970. The total cost of the project to end of 1897-98 was Rs. 25,907.

58. The distillery at Godhra, commenced in 1894-95, and described in previous reports, was completed during the year at a total cost of Rs. 66,433, against the estimated cost of Rs. 71,616. The expenditure during the year was Rs. 2,127.

6.—RESIDENCES FOR LOCAL GOVERNMENT.

59. The work of renewing the ceiling of Government House at Ganeshkhind was in progress. The amount of the estimate was Rs. 6,603; the expenditure to the end of 1896-97 was Rs. 1,996, and during 1897-98 was Rs. 2,605, or a total of Rs. 4,601.

60. Additions and alterations to the Staff Bungalow at Government House, Ganeshkhind, described in the last year's report, were completed. The amount of the estimate was Rs. 8,245; the expenditure to end of 1896-97 was Rs. 2,174, and during 1897-98 was Rs. 5,954, the total being Rs. 8,128.

8.—POLITICAL AGENCIES.

61. At Sádra, a Rájasthánik Hall, estimated to cost Rs. 4,090, and described in the previous year's report, was completed at a total cost of Rs. 4,089, of which Rs. 1,528 were expended during the year.

62. An upper storey is being added to the Treasury Offices at Rájkot, in order to give sufficient accommodation to the Account and Treasury Offices and to provide a separate stamp room. The work is estimated to cost Rs. 9,383, out of which Rs. 2,000, the amount of the sanctioned allotment, has been spent.

9.—MINOR DEPARTMENTS.

3.—Monuments and Antiquities.

63. **Ahmedabad District.**—The archæological buildings and remains at Ahmedabad were repaired during the year at a total cost of Rs. 4,838.

64. A statement is appended showing the actual expenditure on the preservation of buildings of historical and architectural interest for the five years from 1893-94 to 1897-98.

Appendix A.

10.—EDUCATIONAL.

I.—Government Colleges.

Private Buildings assisted by a Government Grant-in-Aid.

65. **Bombay.**—When the students' quarters attached to the Elphinstone College, Bombay, were orginally constructed, no municipal sewer existed in the vicinity, and the drainage then made was on the system of removal of sullage water, &c., by municipal carts from cesspools constructed at convenient spots. The Municipality having recently constructed a sewer in the locality, it was considered advisable on sanitary grounds to revise the arrangement. A 6″ glazed stoneware pipe on 6″ concrete bedding with masonry accessories, has been laid for the conveyance of all waste and sullage water from bath-rooms, sinks, &c. Manholes with cast-iron covers have been provided at intervals. The old closets and urinals have been removed and replaced with porcelain ones of the latest

improved principles with necessary flushing tanks and fittings complete. The dados and floors have been paved with white glazed Minton tiles. The work is still in progress. A total expenditure of Rs. 2,000 was incurred, against the sanctioned estimate of Rs. 6,690.

66. **Dha'rwa'r District.**—At Dhárwár, additions and alterations to the Training College were continued during the year. The construction of the workshop, which is a part of the project, was sanctioned late in the year, and very little beyond collecting materials at the site of work could be done. The total outlay to end of the year was Rs. 26,681, against the estimate of Rs. 31,940.

67. **Poona District.**—Additions to the Deccan College, Poona, consisting of providing additional dining and bathing accommodation for students and additional quarters for College students, were carried out in 1896-97, except a few minor subheads and items as described in last year's report. The work has now been fully completed. The amount of estimate was Rs. 10,910; the expenditure to end of 1896-97 was Rs. 6,557; the expenditure during 1897-98 was Rs. 3,799; the total being Rs. 10,353.

68. **Bombay.**—Additions to the Principal's quarters at the Wilson College, Chaupáti, were completed. The cost of the work was Rs. 6,615, against the estimate of Rs. 7,801, the expenditure during the year having been Rs. 2,500.

69. **Ahmedabad.**—The Gujarát College, described in the previous report, including the main buildings, students' quarters, dining and cook-rooms, stables and servants' quarters, was completed, with the exception of painting. The total outlay was Rs. 1,49,010, against the estimated cost of Rs. 1,54,551, the outlay of the year being Rs. 5,584.

The Principal's quarters and out-houses, sanctioned in May 1897, were commenced. The total expenditure was Rs. 9,156, against the estimated cost of Rs. 19,940.

2.—Government Schools.

70. **Kaira and Panch Maha'ls District.**—The Telang High School at Godhra, commenced in 1895-96, has been practically completed, but is not reported as complete; a balance of Rs. 1,100 on the original estimate not having been expended as the full allotment could not be made available. The school premises have, however, been occupied by the Educational authorities since September 1897. The expenditure during the year amounted to Rs. 4,800, the total sum expended from the commencement being Rs. 35,817, against the sanctioned estimate of Rs. 36,997.

71. **Bija'pur District.**—No work was done in connection with the new High School at Bijápur during the year under report.

Private Buildings assisted by a Government Grant-in-Aid.

72. **Bombay.**—The work in connection with the new Cathedral High School for boys on the Esplanade was fully described in the previous years' reports. During the year under report, a cast-iron spiral staircase for servants was provided on the east side of the building, and the accounts for the work, which were finally closed in 1896-97, had to be re-opened. Rs. 342 were expended during the year, the total expenditure from the commencement being Rs. 1,62,587, against the sanctioned estimate of Rs. 1,75,994.

Private Buildings undertaken wholly from Contribution.

73. **Shola'pur District.**—The construction of a new High School at Sholápur, as described in last year's report, was in progress.

(*a*) The main building is complete up to floor level and much of the murum filling for floors has also been done.

(*b*) The Peons' quarters and water room have been completed up to roof.

(*c*) The allotment for the year was Rs. 5,808, against the estimate of Rs. 47,752, of which Rs. 4,919 were expended during the year. The total outlay

incurred was Rs. 7,111. The whole of the allotment could not be expended owing to scarcity of labour due to famine and plague which prevailed in this district during the year.

74. **Poona District.**—The Beni Israel Girls' School, Poona, as previously described, was practically completed. The expenditure during 1897-98 was Rs. 11,662; and the total expenditure Rs. 15,702. Of this expenditure three-fourths was contribution and one-fourth Provincial.

75. The construction of a new class-room for the Bishop's High School, Poona, as described in last report, was completed. The amount of estimate was Rs. 8,554; the expenditure during 1897-98 was Rs. 2,176; and the total expenditure Rs. 8,554. Of this half was Provincial and half contribution.

76. **Ahmedabad District.**—At Sádra, a school-house to accommodate 300 pupils, which is estimated to cost Rs. 6,013, and described in the last year's report, was completed at a total expenditure of Rs. 5,918, of which Rs. 1,442 were spent during the year.

Local Fund and Municipal Buildings.

77. **Ahmednagar District.**—A school-house for 60 boys at Pravara Sangam was commenced in 1896-97 and completed during the year at a cost of Rs. 2,178. The work of the school building is of stone and lime.

78. **Na'sik District.**—In the Násik Collectorate a school-house at Sompur, Táluka Báglán, for 90 boys was in hand, but owing to a sanitary objection to the site selected by the Local Board, no great progress on the work was made during the year. The total expenditure was Rs. 783, against the estimate of Rs. 2,602, the outlay of the year being Rs. 684.

79. **Ratna'giri District.**—The school-house at Rájápur, commenced in 1895-96, was completed at a total cost of Rs. 7,223, against the estimate of Rs. 7,275, the outlay during the year being Rs. 1,260.

80. **Dha'rwa'r District.**—A school-house for 225 boys at Gajendragad was put in hand in February 1898, and owing to the short time available nothing more could be done than collecting materials at a cost of Rs. 4,618, against the estimate of Rs. 8,661.

11.—ECCLESIASTICAL.

I.—Churches.

81. The construction of a campanile for the Church of the Holy Name at Poona, as described in previous reports, was cempleted. The amount of the estimate was Rs. 31,839; the expenditure during 1897-98 was Rs. 5,916, and the total expenditure Rs. 25,250.

12.—LAW AND JUSTICE.

3.—District Courts.

82. **Surat and Broach District.**—The Subordinate Judge's Court at Jambusar in Broach District, described in the last year's report, was completed at a total cost of Rs. 17,722, of which Rs. 12,728 were expended during the year. The sanctioned estimate amounted to Rs. 17,923.

83. **Kaira District.**—A new Court-house for the Subordinate Judge at Kapadvanj, on the standard plan of 1895, has been nearly completed, some roofing and a portion of the superstructure of the main room only remain unfinished. The total expenditure amounted to Rs. 13,901, of which Rs. 6,978 were spent during the year. The sanctioned estimate amounts to Rs. 19,723.

84. **Ahmedabad District.**—The Subordinate Judge's Court-house at Viramgám, on the standard design, described in the last year's report, was nearly completed, and the building will be ready for occupation at an early date. The total expenditure amounted to Rs. 18,693, against the sanctioned estimate of Rs. 19,487. Rs. 6,917 were spent during the year.

85. **Ka'na'ra District.**—At Kárwár, the Subordinate Judge's Court-house, commenced in the previous year, was in progress. The expenditure during the year was Rs. 4,996, and from commencement of the work Rs. 9,983, against the estimate of Rs. 16,597.

86. **Ratna'giri District.**—At Ratnágiri, the new Court-house and subsidiary buildings were completed in 1896-97. The only work that was executed during the year under report was the construction of a cistern for storing water and the laying of pipes. The total outlay from commencement of the work was Rs. 21,164, against the estimate of Rs. 21,206.

87. The Subordinate Judge's Court-house at Dápoli, commenced in the previous year, was in progress. The total expenditure was Rs. 19,321, against the estimate of Rs. 21,796, the expenditure during the year being Rs. 11,821.

88. **Na'sik District.**—The Subordinate Judge's Court at Yeola, on the standard design, estimated to cost Rs. 21,136, was in progress. Rs. 6,505 was expended on this work during the year, and the total outlay was Rs. 7,721.

89. **Kha'ndesh District.**—The Subordinate Judge's Court-house at Erandol will be ready for occupation soon after the monsoon. The superstructure and the roof work was practically completed. The estimated cost was Rs. 19,247; the expenditure during the year was Rs. 8,023, total outlay from commencement being Rs. 13,514.

90. The work of the Subordinate Judge's Court-house at Nandurbár was stopped last year on account of the famine as described in last year's report. It was resumed in August 1897. The superstructure was completed up to a height of 11 feet. The estimated cost is Rs. 18,438; the expenditure during the year was Rs. 12,346, the total outlay from commencement being Rs. 13,230.

13.—JAILS.

2.—District Jails.

91. **Tha'na District.**—The work of constructing quarters for 3 clerks and 13 warders in the Criminal Jail at Thána was described last year. The three blocks were completed on 30th November 1897, and were handed over for occupation the same day. The total expenditure from the commencement of the work was Rs. 7,282, of which Rs. 1,324 were expended during the year. The sanctioned estimate amounted to Rs. 7,613.

14.—POLICE.

92. The budget estimate for the year contained a provision of Rs. 75,000 for new Police buildings, of which Rs. 57,300 were for works in progress, and Rs. 17,700 for new Major and Minor Works. The actual outlay during the year on works will be found in a statement* appended to this report. The following is a brief account of the works carried out.

*Appendix B.

93. **Bombay.**—The Head-quarters Police Offices and Lines on the Esplanade, near the Arthur Crawford Market, were described in previous years. During the year the following additional items were carried out, to suit the convenience of the Department using the buildings, at a cost of Rs. 7,051:—

Providing pavement to the approaches at the gates.
Book cases.
Gas fittings.
Wrought-iron barred doors.
Weather frames to several windows, &c.
Sentry-box and other minor items.

The sanctioned estimate amounted to Rs. 3,05,746, and the total expenditure to Rs. 2,87,476.

94. **Surat and Broach District.**—New Police Lines at Olpád in the Surat District, described in the last year's report, were in progress. One block of six rooms and a stable were completed and materials for the remaining block of 17 rooms collected during the year at a cost of Rs. 7,001. Rs. 9,505 were spent from the commencement of the work. The sanctioned estimate amounts to Rs. 11,657.

95. **Ahmedabad District.**—The Police Lines at Dhandhuka, described in the last year's report, were completed at a total cost of Rs. 11,695, against the sanctioned estimate of Rs. 14,261. Rs. 1,340 were expended during the year.

96. The Mounted Police Lines at Pálanpur, described in the last year's report, were completed at a total cost of Rs. 17,082, against the sanctioned estimate of Rs. 20,162, Rs. 9,995 being expended during the year. Certain additional work in the shape of quarter guard, &c., sanctioned in February 1898, for execution from the savings on the original estimate, was put in hand and will be completed during the year 1898-99.

97. The Thánadár's quarters at Sánthal in the Mahi Kántha Agency, described in the last year's report, were completed at a total cost of Rs. 3,201, against the sanctioned estimate of Rs. 3,260. Rs. 1,969 were expended during the year. Funds were provided by the Political Agent, Mahi Kántha.

98. **Sholapur District**—The construction of Head-quarter Police Lines at Sholápur, as described in last year's report, was in progress. The following portions of the work were completed during the year :—

East and west halves of block No. 3, each half block consisting of 14 rooms 10′×10′ and one room 12′×10′ with a verandah in front 5′ in width, were completed, and handed over to the Police Department for occupation.

East and west halves of block No. 4, similar to block No. 3, were completed and were handed over for occupation.

East half of block No. 2, also similar to block No. 3, was commenced. Masonry work was completed up to roof.

West half of block No. 2 was also commenced and masonry work raised up to floor level.

Two old blocks of the Police Lines, each measuring 316½′×17¾′, were demolished to make room for the new buildings.

The allotment for the year was Rs. 10,000 against the estimate of Rs. 43,991 and the expenditure during the year was Rs. 6,626, the total expenditure being Rs. 33,555. The whole of the allotment could not be expended for scarcity of labour owing to plague.

99. **Poona District**—The work of constructing lines for the City Police, Poona, in accordance with the original design, has been completed. Further additions, namely, enclosing verandahs, providing shelves, pegs, &c., have been estimated for and will be carried out when funds are available. The amount of estimate is Rs. 78,174. The total expenditure was Rs. 71,176.

100. The additions and alterations to the residence of the District Superintendent of Police, Poona, comprise the following works :—

I.—Paving the Police Superintendent's residence and small bungalow.

II.—Additions and alterations to the Police Superintendent's office.

III.—Constructing new out-houses.

IV.—Constructing latrines of two seats.

During the year under report subheads III and IV only were taken in hand. Subhead IV has been completed.

The new out-houses comprise a coach-house, servants' quarters, cow-shed, sweepers' quarters, stalls for horses of 2 Sowár orderlies and a room for the orderlies. The amount of estimate is Rs. 6,035. Expenditure during 1897-98 was Rs. 1,773.

101. **Na'sik District.**—Of the Police Lines at Sinnar, the two blocks which are intended for quarters for Treasury Guard were completed during the year under report and handed over to the Police authorities for occupation. The total expenditure on the work was Rs. 2,012, against the estimate of Rs. 10,732. The rest of the work was stopped for want of funds.

102. The accommodation provided for the Police Lines at Peint was described in the previous report. During the year under report block No. 1 was nearly completed and No. 2 was in progress. The expenditure during the year was Rs. 3,599. The total expenditure on the work being Rs. 8,155, against the estimate of Rs. 14,890.

103. **Dha'rwa'r District.**—The Police Lines at Ránebennur, commenced in the previous year, were in progress, but for want of a suitable site the work could not be resumed until January last. The grant allotted for the work in the commencement of the year was made available for famine relief purposes and was re-allotted very late in the year which prevented much work being done. The materials collected on the old site were removed to the new site and foundations excavated and filled in. The total outlay was Rs. 4,793, against the estimate of Rs. 8,176, the outlay during the year being Rs. 1,474.

104. **Sa'ta'ra Distirct.**—The Police Lines at Shirála in the Válva Táluka, commenced in the previous year, were in progress during the year under report. The total outlay on the work amounted to Rs. 3,514, against the estimate of Rs. 8,082, the expenditure during the year being Rs. 1,854.

105. **Northern Hyderabad Canals District.**—The work of constructing Police lines with subsidiary buildings at Shábpur, which was commenced in 1897-98, was completed during the year at a total cost of Rs. 6,253, against an estimate of Rs. 6,518. The buildings are of burnt brick and mud, lime-pointed, and the roof of flat tiles, supported on T iron girders and old rails.

106. The Sadar Bazár Police Lines at Karáchi were condemned as unfit for habitation on sanitary grounds and temporary sheds were erected to accommodate the Police during the year, at a total cost of Rs. 3,089.

15.—MEDICAL.

1.—Hospitals and Dispensaries.

107. Bombay.—The combined mortuaries in connection with the Sir Jamshedji Jijibhai Hospital, which were described in the last year's report were completed at a total cost of Rs. 6,974, against the sanctioned estimate of Rs. 8,150, the expenditure during the year having been Rs. 3,935.

108. A *post-mortem* room in connection with the mórtuaries at the Sir Jamshedji Jijibhai Hospital, which was described in the last year's report, was completed at a total cost of Rs. 9,075, against the sanctioned estimate of Rs. 9,030, the expenditure during the year having been Rs. 5,581.

109. The old latrines at the Goculdás Tejpál Hospital, Bombay, were on the iron trough principle and were quite worn out. The old iron troughs were removed and replaced by masonry ones with marble seats and with necessary renewals of the old fittings. The work was completed at a total expenditure of Rs. 3,701, against the sanctioned estimate of Rs. 4,039.

110. Huts were built in connection with St. George's Hospital, Bombay, for the accommodation of the European plague patients and the staff attending on them, on the Port Trust vacant property at the Frere Road. They consisted of 2 observation sheds, 4 sheds for patients, 2 sheds for nurses, 1 shed for Senior Apothecary, 1 dining room for the nurses, and one row of 12 rooms for menial servants. The sheds were constructed of junglewood planking walls, fixed to junglewood posts and plates, with cudjan roofing on bamboo framing. The doors and window shutters were also of junglewood, and the floors were made of murum on 4" of metal. All the sheds were whitewashed internally. The row of servants' quarters had bamboo walls and cudjan roofing. All the sheds had verandahs all round. The work was completed at a total expenditure of Rs. 6,055, against the sanctioned estimate of Rs. 5,862.

On the 19th of February 1898, several of the huts constructed for St. George's Hospital, Bombay, were burnt down and they were replaced by others of the same construction, *viz.*, junglewood walling with cudjan roofing on bamboo framing. The huts burnt and reconstructed were the following:—

2 Observation sheds,
2 Sheds for patients,
1 Shed for Senior Apothecary, and
1 Row of 12 rooms for the occupation of the menial servants.

The work was completed at a total expenditure of Rs. 2,814, against the sanctioned estimate of Rs. 2,837.

111. With a view to facilitate the work of the Bombay Plague Committee the Public Works Department undertook the erection of such huts as were required from time to time by the Plague Committee. The huts were 10′×10′ with a 5′ feet verandah in front and had double bamboo and date matting walls tied to bamboo posts, plates, and split bamboos, cudjan roofing supported on a bamboo frame. Provision was also made at each camp for drainage and water-supply, cook-rooms, bathing places, &c. The floors of the huts, wherever necessary, were raised from 6″ to 9″ with murum debris, &c.

The following shows the number of huts built and their sites :—

600 Rooms at the Remount Stables site on the Kennedy Sea-face partly from old materials and partly new.
100 Double rooms, with detached cook-rooms, for the Government and Municipal employés near the Hindu Gymkhana on the Kennedy Sea-face.
20 Rooms for the use of the poor people near the above on the Kennedy Sea-face.
265 Rooms opposite the Elphinstone High School on the Esplanade.
152 Rooms to the east of the Parade ground on the Esplanade.
305 Rooms behind the Gokuldás Tejpál Hospital on the Esplanade.
12 Rooms for the followers of the Royal Artillery at Colába.

The work was in progress, the total expenditure being Rs. 27,656, against the the total estimate of Rs. 70,966.

112. Plague huts for the peons of the Customs Department were erected on the vacant property of the Port Trust known as Frere Reclamation near the G. I. P. Railway goods yard.

The accommodation consisted of 50 rooms in all, each room being 10′×10 with a 5′ verandah in front. The construction is of double matting walls with bamboo posts and plates, the roofing being of cudjans on bamboo frame-work and the floors of murum. The work was in progress, the expenditure being Rs. 1,305, against the sanctioned estimate of Rs. 2,672.

113. **Surat and Broach District.**—A dispensary, on the standard plan B, at Hánsot in Broach District, estimated to cost Rs. 8,956, was in progress and a portion of the necessary materials was collected at an expenditure of Rs. 3,501.

114. A dispensary at Kavi in Broach District, estimated to cost Rs. 6,361, was in progress. The accommodation provided is in accordance with the standard plan A with the addition of a ward for three male patients. A sum of Rs. 3,497 was spent during the year.

115. **Kaira District.**—A dispensary at Hálol, according to standard plan A, was sanctioned during the year and materials to the value of Rs. 489 have been collected. The commencement of the work was stopped by the President, District Local Board, Panch Mahál, in order to increase the balance at the disposal of the Local Board to meet possible charges on account of Plague operations. The dispensary building consists of one main room 16′×12′, one prescribing room 16′×12′, one store room 10′×8′ 10½″ and quarters for the Hospital Assistant as usual, and is estimated to cost Rs. 5,321.

116. **Ahmedabad District.**—The additions and alterations to the Hospital Buildings at Sádra in the Mahi Kántha Agency, described in the last year's report, were practically completed. The total expenditure amounted to Rs. 4,547, against the sanctioned estimate of Rs. 4,672. Rs. 3,233 were expended during the year.

117. The Scott Hospital at Pálanpur, described in the last year's report, was completed at a total cost of Rs. 17,067, against the sanctioned estimate of Rs. 18,338. Rs. 10,215 were expended during the year.

118. A chief dispensary at Satlásna, which is to contain surgery and dispensing room 14′×12′, one male ward 15′×12′ and one female ward 12′×12′, with necessary accommodation for Hospital Assistant and cook and bath-rooms, was sanctioned at an estimated cost of Rs. 3,568. The work was built up to the top of plinth at a cost of Rs. 2,127. The funds were provided by the Political Agent, Mahi Kántha.

119. The Veterinary Hospital at Ahmedabad, described last year, was completed at a total cost of Rs. 9,549. The expenditure during the year amounted to Rs. 547.

120. **Poona District.**—The improvements to the drainage of the Sassoon Hospital, Poona, were in progress. A drain consisting of a 6″ earthen-ware pipe 540 feet long, on which a chamber is provided having a valve by which the river flood, when it rises to this level, can be shut out, was built. The chamber will permit of the sullage accumulating until the flood subsides when the valve can be opened and the reservoir emptied. The work was practically completed. The amount of estimate was Rs. 15,749; the expenditure during 1897-98 was Rs. 7,014; the total expenditure being Rs. 15,639.

121. The Plague Hospital at Poona was originally designed as a very temporary camp for about 220 patients. The wards and offices were designed to keep out the sun and not the rain. In August 1896 the hospital was first started for about 80 patients, but it grew as the plague increased. Only thatch and matting were used for roofs and walls. Water was brought into the camp. The amount of estimate was Rs. 9,685, and the total expenditure Rs. 8,690.

Improving the Plague Hospital, Poona.—The plague not having abated when the monsoon of 1897 was coming on, it was found necessary to considerably alter the construction of the huts. Corrugated iron sheets were therefore added under the thatch roof, verandahs were thrown out on the windward side, floors were raised, and roadways and surface drains were added. At this time monsoon accommodation for 75 patients only was provided and the surplus wards were removed. The amount of estimate was Rs. 7,248, and expenditure during 1897-98 Rs. 6,325.

122. The Plague Hospital for Europeans at Poona consisted of a semi-permanent building 106′ 8″×34′ 8″ external dimensions, containing two wards, each 18′×16′, placed at either end of the building, and 4 wards, each 18′×14′, placed intermediately. The wards were protected by a verandah 8 feet in width which extended all round the building, and the ends of the verandah in the rear side were enclosed so as to form two godowns, each 8′×8′. A detached building containing two bath-rooms, each 10′ 4″×8′ 2″, for the use of convalescent patients was also provided. The walls of the structure were of corrugated iron lined with cloth and the roof was also of corrugated iron sheets covered with thatch. The total expenditure on the building amounted to Rs. 5,283.

123. The health camp at Bhamburda provided huts made of matting for people turned out of their houses in the city to live in.

Arrangements for disinfecting the persons and clothing of the people were made, the steam for boiling the clothes being generated in the boiler of a road roller. A thatched roof observation ward with out-houses enclosed by a fence was also provided. A portion of the camp was railed off to form a detention camp.

Corrugated iron workshops, bathing places, water-supply, latrines and the necessary waiting-rooms and offices are comprised in the camp which is fenced round.

The number of people who could be accommodated was 2,000. The expenditure during 1897-98 was Rs. 9,743.

124. At the end of the monsoon the plague broke out again, and the hospital had to be enlarged. This time it was necessary to accommodate 440

patients in the wards besides some 200 convalescents in tents. Most of the new wards were provided at once with corrugated iron sheeting on the roofs and verandahs. Water-supply arrangements were greatly extended, and iron gutters were laid down to carry off waste water at an expenditure of Rs. 21,919, against an estimate of Rs. 24,669.

In order to provide for disinfecting the persons and clothing of railway travellers arriving at Poona regular bathing cubicles with hot and cold water laid on were built and a boiler and steaming apparatus set up in the compound of the Railway Station, Poona. The bathing accommodation was separately provided for males and females. An important and very successful feature of the bathing arrangements was the corrugated iron floors. Extensive waiting-rooms, offices, nurses' waiting-room, latrines, &c., were built. The construction had to be corrugated iron almost throughout for fear of sparks from passing engines setting an inflammable material on fire.

The G. I. P. Railway Company lent the boiler and set it up together with the excellent boiling chamber, into which clothes were wheeled on a long trolly running on iron rails. The cost of this is not included here. The expenditure amounted to Rs 4,739.

The plague having practically died out of Poona, it became necessary to protect the city from re-infection by establishing an observation camp at the Railway Station, Poona. Early in February a site was chosen by Colonel Creagh and in a short time a fair weather camp of double-matted huts with offices, waiting-rooms, cookshops, latrines and water-supply was ready to accommodate 2,000 people.

Trouble having arisen with the cookshops on account of the different castes, the difficult problem was satisfactorily got over by partitioning off each cook-room into spaces 3′ × 5′.

The water-supply has been throughout a constant source of worry owing to the camp being situated at a spot where the Poona Water-supply service is very weak.

There being little shade from trees in the camp, cheap thatch shelters were liberally provided and thoroughly appreciated by the people. The expenditure amounted to Rs. 15,300.

125. **Shola'pur District.**—Plague of a very virulent character appeared at Sholápur in the cold weather of 1897, and continued throughout the succeeding hot weather up to May 1893. At the request of the Collector, several works were undertaken in connection with the epidemic in 1897-98. The following are the principal works carried out:—

(*a*) Constructing semi-permanent and temporary wards in plague hospital, also a mortuary and railing for the plague hospital.

(*b*) Constructing disinfecting sheds at the Sholápur Railway Station.

(*c*) Marking out segregation, detention, observation and health camps near Sholápur.

(*d*) Constructing huts and other structures in the above camps.

(*e*) Disinfecting and lime-washing houses in Sadar Bazár, in Modikhána and in the City of Sholápur.

The total expenditure incurred on the above was Rs. 26,278, against an allotment of Rs. 25,000.

126. **Na'sik District.**—Quarters for Hospital Assistant at Sátána, which were described in the previous report, were finally completed during 1897-98 at an expenditure of Rs. 4,916, against an estimate of Rs. 4,780.

127. The Plague Observation Camp at Manmád, which consisted of the following eight structures, was, erected at an expenditure of Rs. 7,645, against an estimate of Rs. 7,574:—

(*a*) Ten lines of huts of bamboo matting, each line of 40 huts 10′×10′.

(*b*) Four huts 10′ × 10′ for Police guards at four corners of the camp.

(*c*) Surgeon's examining room consisting of 4 rooms of 12′×10′ each.

(*d*) Line of servants' quarters consisting of 4 rooms of 10′×10′ at four corners of the camp.

(*e*) Plague Mámlatdár's rooms 10′×10′ (3 rooms).

(*f*) Plague Mámlatdár's office 10′×10′.

(*g*) Banias' shops six, each 10′×10′.

(*h*) Enclosure bamboo fencing.

128. **Kha'ndesh District.**—The Dispensary at Jámner, described in last report, was finally completed; the remaining items of work, such as painting, plastering and white and colour washing, were completed and the building handed over for use. The estimated amount was Rs. 10,776; and the expenditure during the year Rs. 322; the total outlay from the commencement being Rs. 10,062.

129. The Veterinary Dispensary at Dhulia, described in last year's report, was completed and handed over for use. The estimated amount was Rs. 5,834; and the expenditure during the year Rs. 536; the total outlay from the commencement being Rs. 5,251.

130. A Plague Hospital was erected at Bhusával. The estimated amount was Rs. 3,888; and the expenditure during the year Rs. 3,298; the total outlay from the commencement being Rs. 3,298.

131. **Kola'ba District.**—At Uran in the Kolaba District the dispensary commenced in the previous year was, with the exception of railing, completed during the year under report. The total expenditure was Rs. 8,388, against the estimate of Rs. 8,571.

132. **Kara'chi Canals District.**—The construction of a Local Fund dispensary at Jati was commenced during the year. The outlay was Rs. 2,000, against the estimate of Rs. 10,516.

133. **Shika'rpur Canals District.**—A new dispensary at Ghotki was constructed on the standard design at a total cost of 11,038, against the estimate of Rs. 11,047, of which Rs. 8,359 were provided by the Local Board and Rs. 2,679 contributed by the Municipality.

134. **Ghar Canals District.**—The construction of a new dispensary at Ratodero, estimated to cost Rs. 8,353, was commenced during the year. The construction of new servants' quarters was dispensed with in favour of a proposal to repair and utilize the existing ones and to convert the existing dispensary into quarters for the Hospital Assistant. The outlay of the year was Rs. 3,264.

IV.—Lunatic Asylums.

135. **Tha'na District.**—Lunatic Asylum at Nowpada.—During the year the expenditure amounted to Rs. 74,116; the total expenditure from the commencement up to date being Rs. 2,27,601, against the sanctioned estimate of Rs. 4,03,762. The third well, 8′ diameter, the excavation for which had been carried down to spring water level last year, has now been completed.

Work-shed No. III was taken in hand and has been completed, except the brick nogging.

The blocks D^{I}, D^{II}, F^{I} and I were roofed over before the rains of 1897, and the plastering of walls and fixing of door shutters, &c., was finished during the year. Night latrines remain to be erected.

Block D^{III}, which is intended for dangerous lunatics, and of which the superstructure was completed up to coping of arches last year, has been completed, except the night latrines.

Block K, of which the foundations were laid last year, has now been completed almost in every respect.

Block RC was commenced early in the season, and nearly completed. The fixing of door and window shutters and plastering remain to be done.

A new block D was taken in hand, the superstructure of which has been raised 5'.

The cook-room for overseer was also begun and carried up to the level of plinth.

Blocks B^1, B^2, B were taken in hand and nearly completed, except the fixing of door and window shutters and plastering.

The 15 feet compound wall round the blocks for male criminals has been raised up to coping on the south and west sides and the foundations of the other sides have been laid. Similarly, the foundations of the 15′ compound wall round the block for female criminals were laid on three sides—east, west and south.

The branch road was extended and metalled up to the store and office-room.

The total length of made road is 2,086 ft.

136. In consequence of the recrudescence of the plague in Bombay, certain Secretariat clerks and other Government servants were again permitted to take refuge in these buildings, and accordingly some 350 persons found shelter there.

16.—MISCELLANEOUS.

2.—Printing.

137. **Bombay.**—As the latrines and urinals attached to the Government Central Press buildings were old fashioned with inefficient fittings, it was considered advisable to reorganize the whole arrangement with fittings of the latest improved pattern. The accommodation was also short of that required by the Factory Regulations. To remedy these defects, the following works were carried out:—

(1). Four men-seats of Hindustan Patent closets with marble top flushing cisterns, downtake pipes, &c., complete, were added in continuation of the existing ones.

(2). The old latrines and urinals were also improved by replacing them with those of the Hindustan Patent closets and porcelain-ware urinals, with the latest fittings.

(3). The drainage arrangements were revised by laying 6″ glazed stoneware pipes, flushing tank and square manholes in lieu of the old round ones. The work was completed at a total expenditure of Rs. 2,987, against the sanctioned estimate of Rs. 2,992.

4.—Public Works Buildings.

138. **Kha'ndesh District.**—The office and the residence of the Executive Engineer, Khándesh District, at Dhulia, were finally completed, all the minor works in connection with them which remained to be done last year having been carried out. The total outlay on the former was Rs. 11,159, against an estimate of Rs. 11,165, and on the latter Rs. 12,255 against an estimate of Rs. 12,274.

5.—Miscellaneous or General.

139. **Bombay.**—The Municipality having completed the drainage of Colába on the Shone system, it was considered advisable, on sanitary grounds, to efficiently drain the premises of the Observatory buildings at Colába by making the necessary house-connections to the municipal sewer. With this view, 6″ glazed stoneware pipes with necessary arrangements of tanks, syphons and ventilating pipes, &c., have been laid. To this drain branch connections have been made from several buildings in the compound. Two old water closet seats in the Superintendent's quarters have been replaced by those of the improved and perfect washdown principle, with the necessary accessories. The work is in progress, the expenditure during the year being Rs. 1,591, against the sanctioned estimate of Rs. 4,709.

140. **Tha'na District.**—The old bungalow for the Superintendent at Máthérán was declared to be dangerous for further occupation owing to numerous cracks in the walls and the ravages made by white ants. The accommodation of the new bungalow is to be the same as in the old one, namely, a hall 18′×36′, capable of being divided by a moveable screen into a drawing-room 18′×18′ and a dining-room 18′×18′, a sitting and an office-room 14′×18′ each, a set of bed and dressing-rooms on each side with rooms to serve as bath-rooms.

The building was commenced in June 1897 and progressed up to the level of tie beams by the close of the official year; owing to plague and other difficulties, the work could not be pushed on more vigorously. Arrangements have, however, been made to finish roofing before the rains begin, and the bungalow will be ready for occupation by October 1898, when the season begins. A total expenditure of Rs. 3,911 was incurred, against the sanctioned estimate of Rs. 10,321.

141. **Ahmednagar District.**—The work of Stallion Stables at Ahmednagar, as described in previous reports, was completed during the year 1897-98 at a cost of Rs. 19,433, the amount of estimate being Rs. 19,351. The murum floor of the store-room of the stallion stables was replaced with a paving of Sháhábád stones at a cost of Rs. 142.

II.—COMMUNICATIONS.

142. The total outlay on Communications was Rs. 21,43,110, sub-divided as under :—

				Rs.
Original Works	...	...	...	3,57,609
Repairs ...	...	...	...	13,09,993
Establishment	...	...	...	4,51,976
Tools and Plant	...	...	...	23,532
		Total	... Rs.	21,43,110

143. A statement showing the mileage of all the roads constructed and in progress from Imperial, Provincial and Local Funds under Public Works Agency, as well as extensions carried out during the year 1897-98, is appended to this report. Appendix D.

144. Since the issue of the last report, the statements of extensions of Local Funds and Municipal roads, maintained by Civil Agency, for the years 1894-95 and 1895-96 have been under preparation.

145. A statement showing the progress made in the demarcation of roads in the Northern, Central, Southern and Sind Divisions for 1897-98 is also appended to this report. Appendix E.

146. A map in 3 sheets showing the progress made during the year on the principal lines of roads, forms, as usual, an Appendix to the report. Appendix F.

1.—METALLED ROADS.

A.—Bridged and drained throughout.

147. **Tha'na District.**—*Road from Sopára to Nila (Local).*—This road, which was estimated to cost Rs. 6,367, and practically finished last year, was completed at a total cost of Rs. 6,003, of which Rs. 12 were expended during the year. This is a feeder road to the B. B. & C. I. Railway to a new station completed and opened for traffic in the month of January 1897. The road will be eventually extended westwards up to Waghote, where it is to meet the proposed road from Bassein to A'gáshi. The present length, as completed, is 1½ miles only, but when extended it will be 2½ miles. It connects with the railway

Sopára and the villages westward, which otherwise had no convenient communication during the rains through the marshy lands lying between Nila and Sopára.

148. **Surat and Broach District.**—*Broach-Dehegám Road* (*Local*).—The metalling of the first two miles of the road, described in the last year's report, was completed at a total cost of Rs. 10,069, of which Rs. 805 were spent during the year.

149. *A road from Olpád to Sahol* (*Local*) in the Olpád Táluka of the Surat district, estimated to cost Rs. 43,912, was in progress. The length of the road is a little more than nine miles and the width 20 feet. The earth-work was in progress and a quantity of metal was collected during the year at a cost of Rs. 999.

150. **Ahmedabad District.**—*The road from Harsol to Talod* (*Provincial*), described in the last report, was in progress during the year. The total expenditure amounted to Rs. 23,244, against the sanctioned estimate of Rs. 37,506, the outlay during the year being Rs. 15,134. Most of the earth-work is done and bridges and drains are in progress.

151. *Dhandhuka-Tagdi Road* (*Local*), described in the last year's report, was practically completed and Rs. 1,010 were expended during the year, while the total expenditure amounted to Rs. 23,836, against the sanctioned estimate of Rs. 24,843.

152. *Re-making the road from Ahmedabad to Dholka* (*Local*).—It was originally proposed to put a layer of 3″ of kankar on this road, but the Local Board have finally decided to provide a layer of metal for the first five miles of the road, leaving the remaining two miles to be treated with kankar. One mile has already been provided with metal, and some of the metal for the remaining miles has been collected, and the remaining quantity is being arranged for. The expenditure during the year amounted to Rs. 5,899, against the sanctioned estimate of Rs. 25,862, the total sum spent being Rs. 12,824.

153. *Mettalling the first five miles of the road from Ahmedabad to Bareja* (*Local*).—This is a road 12 miles in length, joining Ahmedabad with a large number of important rice-producing villages. The traffic on this road is very heavy and the Local Board have decided to put a layer of 3″ of stone metal over the first five miles for a width of 12 feet, and the necessary metal is being collected. The expenditure amounted to Rs. 801, against the sanctioned estimate of Rs. 13,284.

154. *Metalling the Ahmedabad-Bowla Road up to 6th mile near Sarkhej* (*Local*).—The traffic on this road, which comes from a long distance in the direction of Dhollera and Dhandhuka, is heavy, and it is proposed to metal the road up to Sarkhej with a layer of Páli stone metal 3″ in thickness for a width of 12 feet. The expenditure amounted to Rs. 439, against the sanctioned estimate of Rs. 23,998.

155. **Shola'pur District.**—*Bridge over the river Bhima at Pandharpur* was practically suspended during the year on account of want of draught cattle due to Famine. Store sheds and subordinates' quarters in connection with the bridge were completed during the year under report. The amount of the estimate was Rs. 5,87,562. The municipal contribution during the year was Rs. 34,168, out of which Rs. 17,000 were refunded to the Municipality at their request, as there was no chance of the work being resumed soon, owing to the change of site, necessitated by the new railway line. The expenditure during the year was Rs. 8,586, the total expenditure to the end of the year being Rs. 9,917. Timber from the Godávri Bridge at Násik, worth nearly Rs. 8,000, was purchased for this bridge.

156. **Na'sik District.**—*The Victoria Bridge across the Godávari River at Násik.*—The bridge was described in the last report as completed. Some timber was transferred for the Pandharpur bridge in the Sholápur District, and the value in part was adjusted to the credit of the work during the year under report. The total expenditure, including establishment and tools and plant charges, was Rs. 1,61,657, against the estimate of Rs. 1,51,325. Part of this excess will be made up when the timber account with the Sholápur District is finally settled.

157. **Dha'rwa'r District.**—*Improving and metalling the Pála-Bádámi Road, Section II, between Gadag and Mulgund* (*Local*).—The work was continued during the year as a Local Board work to give employment to persons needing relief. As many as 2,400 people were employed at one time. Spreading metal, rolling and masonry works were completed. The only additional work which has been executed this year is dry stone masonry groins in a nala running parallel and close to the road. All the work has been practically completed according to the sanctioned design. The total outlay was Rs. 98,116, against the estimate of Rs. 99,029, the expenditure during the year being Rs. 24,837.

158. **Ka'nara District.**—*Kárwár-Bellary Road, section from Kárwár viá Arbail Ghát to the Kánara boundary at Sangtikop* (*Provincial*).—Special repairs to the Handimadi bridge, in progress last year, were completed during the year under report. The expenditure during the year was Rs. 991, the total outlay to the end of the year being Rs. 11,997, against the estimate of Rs. 13,536.

B.—Partially Bridged and Drained.

159. **Kaira and Panch Maha'ls.**—The work of metalling the Godhra and Shera Road has been in progress since 1894-95. The road is 14 miles long, and during the year metal has been spread and consolidated in a length of 8 miles, making a total length of 11 miles now completed. Metal has also been collected for the 12th and 13th miles, and the whole road is expected to be completed by 31st March 1899 if funds are available. The expenditure during the year amounted to Rs. 9,994 and the total sum spent to Rs. 33,353, against the sanctioned estimate of Rs. 47,304.

160. A road from Bodeli to Chhota Udepur in the Chhota Udepur State is to be undertaken by this Department, and a preliminary estimate for collecting metal required for the road, amounting to Rs. 38,883, has been sanctioned, and metal to the value of Rs. 521 collected on the quarries.

161. **Ka'nara District.**—*Road from the Mysore frontier near Talguppa to Gersappa* (*Provincial*).—The work of metalling the first portion of 15 miles, which was in progress in past years, was completed during the year under report. The total outlay to end of the year was Rs. 42,472, against the estimate of Rs. 42,657, the expenditure during the year being Rs. 951.

2.—UNMETALLED ROADS.

A.—Bridged and drained throughout.

162. **Tha'na District.**—*Branch road connecting Pápdi-Gokhirwa and Satavli Khind* (*Local*).—The road, estimated to cost Rs. 3,208, was practically finished, except a little bit of rock-cutting and consolidation, at a total cost of Rs. 2,830, of which Rs. 2,364 were expended during the year.

163. **Surat and Broach Districts.**—Spreading sand in the 3 miles of Broach-Jambusar Road (Local), between A'mod and Magnad, described in the last report, was completed at a total cost of Rs. 4,739, of which Rs. 607 were spent during the year.

164. *The Broach-Zadeshwar Road* (*Local*), described in the last year's report, was completed at a total cost of Rs. 8,834, of which Rs. 3,694 were spent during the year.

165. *The road from Dehegám to Kukerwáda in Broach Táluka* (*Local*) was completed at a total cost of Rs. 5,817. The road is 2 miles in length and is raised, bridged and gravelled. Rs. 507 were spent during the year.

166. *The road from Ránder to Bhesan in Olpád Táluka of the Surat District* (*Local*), described in the last year's report, was completed at a total cost of Rs. 9,420, of which Rs. 8,935 were spent during the year.

167. *The gravelled road from Jáfferali Gate to the Pársi Tower of Silence at Kathodra* (*Contribution*), described in last year's report, was completed at a total cost of Rs. 6,838, of which Rs. 3,492 were spent during the year.

168. *The reconstruction of Bridge No. 19 in the 7th mile of the Bulsár-Dharampur Road* (*Local*), described in the last year's report, was completed at a total cost of Rs. 3,116, of which Rs. 1,331 were spent during the year.

169. **Na'sik District.**—*Constructing Shirghat Ghoti Road* (*Provincial*).—The embankment and cutting were executed up to chainage No. 7400. The metal required for this portion has been collected. Drains Nos. 1 and 2 were completed and the excavation for No. 3 is completed. Tree holes have been dug to a length of one mile for plantation. The expenditure during the year was Rs. 4,519 and the total outlay Rs. 4,669, against the estimate of Rs. 1,73,496.

170. *Diversion of Savalghát portion on the main line of Násik-Bulsár Road* (*Provincial*).—The earth-work for the road was completed and road materials, such as metal and murum, were collected. Masonry drains Nos. 2 and 6 and road dams over nullas Nos. 1 and 3 were completed during the year. Dry stone retaining walls, mountain drain at nulla No. 7 and other road dams are in progress. The total expenditure was Rs. 25,002, against an estimate of Rs. 37,837, the outlay during the year being Rs. 5,078.

171. **Ratna'giri District.**—*Bridge at Dhamapur on the Local Fund Road from Chauk to Nerur.*—The work of reconstructing the bridge, commenced in the previous year, was completed during the year under report. The total outlay was Rs. 3,873, against the estimate of Rs. 3,876, the expenditure during the year being Rs. 713.

B.—Partially Bridged and Drained.

172. **Tha'na District.**—*Road from Ambadi to Vajreshwari* (*Local*).—The road estimated to cost Rs. 15,787 was in progress; murum was spread over a length of 3½ miles and has been collected for half a mile more. The walls of the Saitani river ford have been constructed and the approaches excavated at a total cost of Rs. 10,113, of which Rs. 5,301 were spent during the year. The road is now passable as far as Vajreshwari.

173. *Road from Kulwa to Belapur, 2nd Section* (*Local*).—This section of the road is to be 6⅓ miles in length and is estimated to cost Rs. 28,027. The line of road is to pass through the villages of Pawana, Turmbha, Saupada, Kukshet, Shiranva, Sarsola, Nerul, Darava, Sháhabaj, and to end at Belápur, a bandar of great importance. This was commenced as a test relief work to give relief to the inhabitants of the villages mentioned. The earth-work has been nearly finished for the length of a mile and 400 feet at a cost of Rs. 530.

174. *Pitching on the sides of the Málád-Merwa Road* (*Local*).—This work, estimated to cost Rs. 5,103, and partly done in 1895-96, was resumed during the year and progressed to the extent of the funds available. There still remains a length of 2,000 feet of the road to be pitched, when the whole work will be completed; a total expenditure of Rs. 2,572 was incurred from the beginning, and Rs. 791 were expended during the year.

175. **Na'sik District.**—*Improving Nánsaighát-Barhe Road* (*Local*).—The improvement of this road consisted of collecting and spreading stone metal. An expenditure of Rs. 2,931 was incurred during the year, the total outlay being Rs. 7,174, against an estimate of Rs. 8,393. The work was suspended on account of the allotment sanctioned being withdrawn by the District Local Board.

176. *Constructing road from Dholbari to Shelbári* (*Local*).—Work on this road was in progress, but subsequently suspended owing to the allotment sanctioned for the year being withdrawn by the District Local Board. The expenditure during the year was Rs. 431, the total outlay being Rs. 8,377, against the estimate of Rs. 34,348.

177. **Kha'ndesh District.**—*Neri-Ajanta Road, portion in British Territory* (*Provincial*).—The road was completed and opened for traffic. The estimated amount was Rs. 95,890; expenditure during the year was Rs. 14,918; the total outlay from commencement being Rs. 75,376.

178. *North and south approaches to the River Tápti on the Dharangaon-Chopda Road* (*Local*) (including masonry zigzag).—The south approach, including

the zigzag, is completed and has been of great use in facilitating traffic. This work is the first of its kind constructed in this district and has proved a great success. The estimated amount was Rs. 37,740; the expenditure during the year was Rs. 698; the total outlay from commencement being 34,044.

179. *Road from Tápti River to Chopda.*—As detailed in previous reports, all the earth and masonry works were completed, but one mile of muram surfacing and rolling remained to be executed for want of funds. This will be done in the next year. The road is opened for traffic. The estimated amount was Rs. 51,234 and expenditure during the year Rs. 5,438, the total outlay from commencement being Rs. 43,511.

180. *Road from Amalner to Chopda,—Section from Amalner to Tápti,* as described in previous reports, was completed and opened for traffic. The estimated amount was Rs. 67,429 and expenditure during the year Rs. 3,579, the total outlay from commencement being Rs. 54,928.

181. *Metalling Songir-Nandurbár Road (Local).*—As circumstances were altered owing to the Tápti Valley Railway running parallel to a portion of this road, *viz.*, from Dondaicha mile No. 35 to Nandurbár mile No. 57, further work was stopped and the accounts were closed with the consent of the President, District Local Board. The materials which were collected will be utilised in repairing the road according to requirements. The estimated amount was Rs. 32,921, total outlay from commencement being Rs. 26,149.

182. *Road from Duskheda to Anjala (Local),* as described in previous reports, was completed and opened for traffic. The estimated amount was Rs. 24,718 and expenditure during the year Rs. 2,187, the total expenditure from commencement being Rs. 23,683.

183. *Road from Bhusával to Jalgaon (Local).*—Section from Sakegaon to Nasirabad was completed. The estimated amount was Rs. 36,681, the expenditure during the year Rs. 5,142, the total outlay from commencement being Rs. 41,828.

184. *Road from Amalner to Parola (Local),* described in last year's report, was stopped on account of Famine. It will be resumed and completed as soon as funds permit. It was found advisable to economise the total outlay by omitting several drains and bridges and substituting dips in their places. The estimated amount was Rs. 67,633 and the expenditure during the year Rs. 3,411, the total outlay from commencement being Rs. 24,493.

185. *Constructing Tápti approaches on the Nandurbár-Taloda Road.*—The work was described in the last report. The north approach was completed and opened for traffic. The south approach and masonry and other works, such as muruming and rolling, &c., will be completed as soon as funds permit. The estimated amount was Rs. 16,882 and the expenditure during the year Rs. 1,651, the total outlay from commencement of the work being Rs. 12,261.

186. **Belgaum District.**—*Metalling and improving Saundatti-Dhárwár Road (Local).*—Miles 4 to 11 of this road have now been metalled from special grants made by the District Local Board. The roadway has also been generally improved throughout. The first 3 miles had a thin coat of metal already; but it is now proposed to take them also in hand and provide a thicker coat. Meantime sanction has been accorded to the location of a toll near Saundatti. The sanctioned estimate amounts to Rs. 14,264 and the total outlay to the close of the year was Rs. 14,088, the expenditure during the year being Rs. 8,180.

187. *Road from Kudchi to Terdal (Local).*—This road, a murumed railway feeder, has now been practically completed. From savings on the estimate a small combined store and rest-house, to cost Rs. 1,534, was under construction close to the Kudchi station at the end of the year, the Yelparhatti rest-house being nearly 9 miles from there. Since the end of the year a toll has been opened on this road. The total outlay was Rs. 64,353, against the estimate of Rs. 66,856, the expenditure during the year being Rs. 7,424.

188. **Dha'rwa'r District.**—*Constructing a road from Gajendragad to Naregal (Local).*—The work on this road was continued as a semi-famine relief

work during the year and closed as such on 31st October 1897. It is fully described in the report for 1896-97. The work was re-opened as an ordinary work in January 1898, and up to the end of March 1898 washed away portions of embankment near Gajendragad were re-made, murum collected, mile, furlong and demarcation stones were fixed, and some repairs executed to the portion already made. The total outlay to end of the year was Rs. 35,960, against the estimate of Rs. 67,689, the expenditure during the year being Rs. 27,973.

189. *Constructing Road from Ron to Gajendragad (Local).*—The work was in progress during the year and closed as a semi-famine relief work on the 31st October 1897. It was again opened as an ordinary work in January 1898 and some portion of earth-work, murum collection and spreading, and fixing mile, furlong and demarcation stones were executed. The outlay during the year was Rs. 29,077, against the estimate of Rs. 79,697.

190. *Constructing a road from Nargund to Málápur (Local).*—This work was continued during the year and closed as a semi-famine relief work on the 31st October 1897. It is fully described in the previous year's report. It was re-opened as an ordinary work at the end of January 1898, and during the year collection of murum, some repairs and partial fixing of mile, furlong, demarcation and guard stones were in progress. The total outlay to end of the year was Rs. 37,106, against the estimate of Rs. 75,342, the expenditure during the year being Rs. 34,852.

191. *Special repairs to Naregal-Kotumchgi Road (Local).*—Although the work is designated as "special repairs", it is really an improvement to the road and was first undertaken as a semi-famine relief work and then as an ordinary work in January 1898. During the year a little over two furlongs length of road has been newly constructed for linking the Naregal-Kotumchgi to the Naregal-Gajendragad Road. The outlay during the year was Rs. 3,715, against the estimate of Rs. 3,733.

192. **Bija'pur District.**—*Road from Bijápur to Bágevádi, 24 miles (Local).*—Improvements to the portion of this road from the Don Nála to Mangoli, 6⅓ miles, were put in hand in 1895-96 and were in progress during the year under report as an ordinary work; the outlay to end of the year was Rs. 34,508, against the estimate of Rs. 39,283, the outlay of the year being Rs. 3,934.

193. *Bijápur-Sindgi Road, 35½ miles (Local).*—This road was commenced in 1891-92 as a famine relief work. Improvements were resumed during 1895-96 as an ordinary work, half the cost being contributed by Government from Provincial Funds and half from Local Funds. The total expenditure on the work was Rs. 1,03,228, against the estimate of Rs. 1,35,561, the expenditure of the year being Rs. 17,770. The expenditure incurred as a test relief work has been debited to ordinary Local Fund work and is accounted for in the above figure, but Rs. 271 spent as relief work proper is debited to 33, Famine Relief Works and is not included.

4.—ROADS BANKED BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED.

194. **Ahmedabad District.**—*Branch Road from the Ahmedabad-Dholka Road to the village of Sahijpur-Gopálpur (Local).*—This is a short road joining the village of Sahijpur-Gopálpur with the Ahmedabad-Dholka Road and is estimated to cost Rs. 2,972. The expenditure during the year amounted to Rs. 757.

195. **Sa'ta'ra District.**—*Protecting Left Bank approach of the Mahuli crossing on the Sátára-Pandharpur Road (Local).*—This work was commenced towards the end of 1895-96 and completed during the year under report. The outlay during the year amounted to Rs. 7,556. The total expenditure to end of the year was Rs. 10,504, against the estimate of Rs. 10,567.

196. **Kara'chi Canals.**—*Road from Gharo to Dabeji (Local).*—Improvements to the road were commenced during the year. The outlay of the year was Rs. 2,300, against the estimate of Rs. 5,659.

197. **Shika'rpur Canals District.**—*Road from Rustom to Lei (Local).*—Two bridges over the Sind Canal at Sujra and Chiman on this road, commenced last year, were completed at a cost of Rs. 10,094 and Rs. 10,249 respectively, against the estimates of Rs. 10,251 each.

198. *Roads from Khairpur to Ghari Dhako and from Rustom to Sujra (Local).*—Two bridges over the Mirzáwáh commenced last year were completed at a total cost of Rs. 3,092 and Rs. 4,274, against the sanctioned estimates of Rs. 3,110 and Rs. 4,305 respectively.

199. *Road from Shikárpur to Karkhel (Local).*—A bridge over the Mirzáwáh was commenced; it consists of one span of 10 feet with a roadway 16 feet wide. It is provided with wales to serve as a regulator when so required. The outlay during the year was Rs. 500, against the estimate of Rs. 2,656.

200. **Western Na'ra District.**—*Shikárpur Road (Local).*—The construction of a bridge over Dadejiwáh on this road at Sehwan, described in last year's report, was completed at a cost of Rs. 3,581, against the estimate of Rs. 3,585; the expenditure of the year was Rs. 399.

5.—ROADS CLEARED, PARTIALLY BRIDGED AND DRAINED.

201. **Fuleli Canals District.**—*Road bridge over Gungro Dhoro, on road from Bulri to Khorwah.*—This work, which was in progress during the previous year, and which was described in the report for that year, was completed during the year. Amount of estimate was Rs. 3,031 : outlay during the year was Rs. 131 : the total cost being Rs. 2,919.

202. **Surat and Broach District.**—*Reconstructing the bridge across the Kim River at Sahol (Local)*, described in the last year's report, was in progress and the masonry work was nearly completed, and the plate girders ordered from England are awaited. Rs. 9,294 were spent during the year and Rs. 14,201 from the commencement of the work.

203. *Wagra-Derol Road (Local).*—The low-level bridge across the Bhuki River on the Derol-Wagra Road, described in the last year's report, was completed at a total cost of Rs. 10,180, of which Rs. 4,006 were spent during the year.

6.—ROADS CLEARED ONLY.

204. **Ahmedabad District.**—*Causeway across the Bhogawa between Phadra Bridge and Gundi, Dhandhuka Táluka (Local)*, described in last year's report, was completed during the year at a total cost of Rs. 5,236, against the sanctioned estimate of Rs. 5,531. Rs. 811 were expended during the year.

SURVEYS.

205. **Kha'ndesh District.**—The survey for a road from Ghorda to Visarwadi on the Dhulia-Surat road was taken up and continued as far as funds permitted. The remaining portion will be done as soon as funds are allotted. This road is intended as a feeder road from Sakri for the Tápti Valley Railway when opened. The estimated amount was Rs. 2,747, the expenditure during the year was Rs. 50, the total expenditure being Rs. 186.

206. **Tha'na District.**—Surveying the road from Kalyán to Karjat, portion in Kolába District. The plans and estimates for the length of the road in the Kolába District (3rd section), 11 miles and 4,620 feet, were prepared and submitted during the year. The survey of the second section is made, but plans and estimates have not been taken in hand.

207. **Tha'na Creek.**—The survey is completed and the project is in hand. It is under contemplation to widen and deepen the creek so as to afford facilities for the sea-borne traffic to pass at any time of the day, the existing nature of the creek allowing boats to pass during high tides only.

208. *Road from Karjat to Bhimáshankar.*—The project for the first section of the road, 18 miles in length, was matured and has been submitted. No further survey was made during the year under review.

5.—INSPECTION HOUSES AND OTHER BUILDINGS.

209. **Sa'ta'ra District.**—Rs. 157 were paid as compensation for land taken up for the inspection bungalow at Bombowda completed in the previous year. The total outlay was Rs. 4,182, against the estimate of Rs. 4,036. Rs. 30 and Rs. 51 were expended on account of approach roads (which remained to be completed last year) to the inspection bungalows at Koregaon and Mhasvad on Local Fund roads. The total outlay was Rs. 3,962 and 3,015, against the estimates of Rs. 3,926 and 3,014 respectively. The inspection bungalow at Panmalyachiwadi, also on a Local Fund road, was completed during the year under report at a total outlay of Rs. 3,146, against the estimate of Rs. 3,141, the outlay during the year being Rs. 417. The inspection bungalows at Malharpeth and Udtara on Provincial roads were completed during the year at an outlay of Rs. 2,956 and Rs. 3,364 against the estimates of Rs. 3,084 and Rs. 3,464 respectively. The roofing of out-houses of the inspection bungalow at Udtara remains to be completed.

210. **Belgaum District.**—An inspection bungalow at Navalyal on the Shedbal-Athni Road was commenced during the Famine between Shedbal Railway station and Athni, the road between these two places being then under construction. It was completed at a cost of Rs. 4,582 (Rs. 2,019 debited to Famine Relief and Rs. 2,563 to Local Fund), against the estimate of Rs. 4,580.

9.—ARBORICULTURE.

211. **Tha'na District.**—On the Provincial roads the number of trees planted during the year was 1,205, out of which 657 died, giving a percentage of 45 surviving. The total of trees is thus increased from 16,558 to 17,106.

On the Local roads the number of trees planted during the year was 1,868, out of which 955 died, giving a percentage of 49 surviving. The total of trees is thus increased from 26,739 to 27,652.

212. **Surat and Broach District.**—The road-side trees on the following two roads have been maintained from Provincial grants:—

(1). Road from Párdi to Chival.

(2). Road from Daman to Wapi.

492 new trees were planted on the Párdi-Chival Road and 53 on the Daman-Wapi Road during the year; and 296 on the former and 29 on the latter road died during the year. There are no nurseries maintained in this district.

213. **Kaira and Panch Mahals.**—The Ghodra and Shera and Urwada and Sunth roads having been transferred to Provincial in 1897-98, the nurseries noted in the margin have been started and young trees will be available for transplantation on road-side.

Names.	Plants on 31st March 1898.	Cost.
		Rs.
Ghodra and Shera and Khandia	784	90
Chikni	781	107
Urwada and Sunth Road, Morwa	812	77

About 1,000 plants were purchased from the Revenue Department and transplanted in the 3rd, 4th, 5th and 6th miles of the Godhra and Shera road during the year 1897, but only 795 are now surviving.

One nursery was also started at Wankadi bridge for Limkheda and Jhálod road, Provincial portion, during the year. The cost of its maintenance was Rs. 75.

Local.

214. Two nurseries, which were formerly maintained in Kaira Sub-division, have been abandoned during the year, as it was not considered desirable to maintain them any longer, and the young trees which were sufficiently advanced were transplanted on the road-side in the rains of 1897. The trees on the Local Fund roads in the Panch Mahals are in charge of the Civil Department.

The following statement shows the state of trees on each road at the end of the year:—

Names of Roads.	Opening Balance.	Add trees the circumference of which has become 20" and more at 4 feet from the ground during the year.	Total Receipts.	Died or sold during 1897-98.	Closing Balance.	Remarks.
1	2	3	4	5	6	7
Provincial.	Rs.		Rs.		Rs.	
Road from Kapadvanj to Bibipura, including Ladwell Branch...	2,899	180	3,079	69	3,010	
Do. Limkheda to Jhálod, Provincial portion ...	1,478	...	1,478	325	1,153	
Do. God hra to Shera ...	385	41	426	64	362	
Do. Urwada *vid* Morwa to Sunth frontier	245	89	334	1	333	
Local.						
Do. Kaira to Mehmadabad ...	2,237	...	2,237	70	2,167	
Do. do. Sábarmati river ...	4,221	...	4,221	65	4,156	
Do. Nadiád to Wasna ...	4,837	...	4,837	86	4,751	
Do. Báredji Railway Station to Náika	4,988	...	4,988	6	4,982	
Do. Nadiád to Kapadvanj ...	6,145	57	6,202	57	6,145	
Do. Dákor do. ...	3,833	68	3,901	55	3,846	
Do. Páli to Bálásinor ...	1,230	...	1,230	15	1,215	
Do. Wásad to Borsad ...	2,514	...	2,514	23	2,491	
Do. Petlád to Cambay, British portion	541	...	541	...	541	
Do. Páli to Hungadi ...	155	...	155	24	131	

215. **Ahmedabad District.**—Road-side trees have been planted and maintained as under:—

	No. of trees.
Modása-Bibipura Road	660
Harsol-Dhansura Road	150
Ahmedabad-Harsol Road	60
Extra Municipal Road, Ahmedabad Road from foot over-bridge approach near Kálupurgate to Camp Ahmedabad	125

216. **Shola'pur District.**—The road-side trees were preserved and maintained throughout the year at a cost of Rs. 775 in the Sholápur District as usual.

217. **Poona District.**—The road-side trees along the Provincial and other roads in the Poona District were maintained during the year at an expenditure of Rs. 2,158, against the estimate of Rs. 2,163.

218. **Ahmednagar District.**—The trees on the Provincial lines in the Ahmednagar District were maintained during the year. The expenditure was as follows:—

Ahmednagar and Násik Districts.	Rs.
Ahmednagar-Dhond Road	100
Do. Paithan Road	178
Do. Málegaon Road	96
Násik-Poona Road	175
Nagar-Ghore River Road	44
Total Rs. ...	593

Newly planted trees were fenced and watered. 694 new trees were planted along Provincial roads in the Násik District at an outlay of Rs. 190 and 10,908 trees were maintained at an expenditure of Rs. 1,243; also 2,913 trees along sides of Local Fund roads at an outlay of Rs. 774.

219. **Kha'ndesh District.**—Cuttings and young plants from nurseries were planted early in the monsoon and watered regularly in the Khándesh District. The result is that the number of living trees is 91·5 per cent. of those planted during the year as shown in the subjoined statement:—

Name of Road.	Trees and cuttings planted.	Died.	Survived.
Bombay and Agra Road...	516	65	451
Dhulia-Surat Road	91	6	85
Dhulia-Chálisgaon Road...	452	20	432
	1,059	91	968

	Rs.
Estimated amount	1,687
Expenditure during the year	1,496

220. **Belgaum District.**—Small allotments were expended in maintaining the young trees on the various Provincial roads and in planting others. Nurseries have also been set up in some of the rest-house compounds on the local roads, where water is available, the rest-house chaukidárs looking after them. On the new road from Kudchi to Terdal, the trees already planted out have been hedged and watered, and a nursery has also been maintained for future plantation.

221. **Dha'rwa'r District.**—The total number of trees planted on the road-sides in this district during the year was 2,374, of which 1,023 died and 1,351 survived.

The following table gives the details:—

	Trees planted.	Trees died.	Trees survived.
Poona-Bangalore Road	857	294	563
Kárwár-Bellary „	355	117	238
Dhárwár-Goa „	770	451	319
Hubli-Sholápur „	40	9	31
Hubli-Kumta „	19	10	9
Hávánur-Ekambi „	194	70	124
Dhárwár Railway Station „	83	33	50
Dundur do. „	10	.....	10
Karur do. „	46	39	7
Total ...	2,374	1,023	1,351

The outlay on planting and maintaining trees was Rs. 1,081 during the year.

222. **Ka'nara District.**—In Kánara practically nothing was done, the outlay of the year being Rs. 13 only.

223. **Bija'pur District.**—The total expenditure under this head on watering and fencing road-side trees was Rs. 568 and on maintaining a nursery Rs. 48. The following are the roads on which trees were maintained:—

1. Belgaum-Bágalkot Road, section from Khajidoni to Bágalkot.
2. Bijápur-Miraj Road, section from Bijápur to Honvad.
3. Sholápur-Hubli Road, section from Takli on the river Bhima to Konur on the river Malprabha.

224. **Sa'ta'ra District.**—The expenditure incurred on maintenance of road-side trees on 6 Provincial roads was Rs. 1,105 and on 14 local roads, Rs. 2,944. The following are the roads on which trees were maintained:—

Provincial.

1. Poona-Bangalore Road from the Nira to the Wárna river.
2. Karád-Chiplun Road.
3. Karád-Bijápur Road.
4. Sátára-Shendra Road.
5. Surul-Mahábleshvar Road.
6. Sátára-Mahábleshvar Road.

Local.

1. Malhárpet-Pandharpur Road.
2. Tásgaon-Pingli Road.
3. Peth-Sángli Road.
4. Sátára-Tásgaon Road.
5. Waduj-Pusegaon Road.
6. Pusesávli-Singnápur Road.
7. Sátára-Padli Road.
8. Sátára-Pandharpur Road.
9. Sátára-Párli Road.
10. Karád-Tásgaon Road.
11. Wái-Wathar Road.
12. Wái-Pachvad Road.
13. Tásgaon-Ashta Road.
14. Old Poona Road.

Nurseries were kept up at the Mámlatdárs' Kacheris at Waduj, Sátára, Shirála and Ashta.

225. **Ratna'giri and Kola'ba.**—On the Provincial roads in the Ratnágiri and Kolába Districts the number of trees planted during the year was 1,420 as detailed below. Those already growing were maintained at a total cost of Rs. 1,570:—

Name of Road.	Number of trees planted.
Ratnágiri District.	
1. Hatkhambe-Poládpur Road	176
2. Road from Ratnágiri to the foot of A'mba Ghát ...	100
3. Road from Sakhárpe to Sangameshvar	100
4. Páli-Kasarda Road	236
5. Viziádurg-Phonda Road	40
6. Karád-Chiplun Road, section from Kumbhárli Ghát to Chiplun and Gowalkot	46
7. Road from Ratnágiri to Mirya Bay	55
Total, Ratnágiri District ...	753
Kolába District.	
8. Road from Alibág to Campoli, section from Alibág to Dharamtar	235
9. Do. do. section from Dharamtar to Campoli,	133
10. Do. Bombay to Poona, section from Ulwa to Chauk	135
11. Thána-Panvel Road	62
12. Panvel-Jassai Road	62
13. Road from Mahapral to Shirval, section from Mahapral to Bhor State boundary	40
Total, Kolába District ...	667
Total, Ratnágiri and Kolába ...	1,420

III.—MISCELLANEOUS PUBLIC IMPROVEMENTS.

226. The outlay under this head was Rs. 6,97,557, subdivided as follows :—

	Rs.
Original Works	5,70,823
Repairs	73,859
Establishment	49,872
Tools and Plant	3,003
Total ...	6,97,557

2.—MARKETS.

227. **Bija'pur District.**—The new Municipal market at Bijápur, which was put in hand in 1896-97, was in progress during 1897-98. Two corner blocks on the north side and two middle blocks were completed during the year under report. The total expenditure was Rs. 12,189, against the estimate of Rs. 20,326, the outlay of the year being Rs 12,180.

5.—WATER-SUPPLY.

228. **Tha'na District.**—The town of Murbád is the head-quarters of the táluka, and there is great scarcity of water in the hot season. A water-supply project, estimated to cost Rs. 32,830, including Rs. 18,846, for the tank, has been sanctioned. The site for the proposed tank is situated about a mile from the town to the south-east, where a small gorge in the hills gives a favourable site. The bund will be 290 feet in length and 31 feet in height over the nála bed. The sill of the waste weir is 25′ above the bed of nála. The full capacity of the tank is 26,623,835 gallons, and this, after allowing for evaporation, gives a supply at the rate of 22 gallons per head of population. The population of the town is estimated at 3,000.

The waste weir.—The weir is on the eastern side through a cutting in murum 50 feet wide at bottom with side slopes of ½ to 1. This work was carried out before the rains of 1897-98 to provide work to relief labourers during the scarcity of last year.

Puddle trench.—In excavating the puddle trench, soft and hard murum were met with, varying in depth from 10 to 50 feet. A trench, 290 feet long and 10 feet wide, having vertical sides, has been excavated to impervious rock; the puddle filling has been done for a total length of 190 feet with an average depth of 14 feet. The central portion, 100 feet in length, is being vigorously pushed forward, and the puddle and embankment are expected to be finished before the rains.

Outlet works.—The outlet works are placed on the west flank: this item is practically finished. The filtration gallery is 150 feet long and 10 feet wide and 5 feet in height. A total expenditure of Rs. 8,465 was incurred during the year.

229. **Surat and Broach District.**—The Surat and Ránder water-supply works, described in previous reports, were practically completed, with the exception of the Ránder portion. At the head-works the engine and boiler-house was completed and the pumping engines and boilers erected and commenced to work from the middle of December 1897. Two high level steel tanks, each of 158,000 gallons capacity, were also erected on the top of the masonry towers completed in the previous year. In the city, about 18 miles of distribution service mains were laid, and about 2 miles of the 22″ supply main completed. Sixteen cisterns, each of 5,000 gallons capacity, with 11 taps and 22 standpipes, with 8 taps each, were also completed during the year. Water is being supplied to Surat since January 1898. The sanctioned estimate, including Ránder, amounts to Rs. 9,60,234; Rs. 3,61,527 were expended during the year and Rs. 8,02,839 from commencement of the works.

230. **Kaira District.**—Improvements to the tank at Pálej in Kaira District were commenced in 1894-95, and have been completed during the year

at a total cost of Rs. 2,571, against the sanctionad estimate of Rs. 2,571, excluding the labour contribution.

231. **Ahmedabad District.**—The retaining wall round the Phedra tank, described in the last year's report, was in progress, and a sum of Rs. 1,498 was spent during the year, against the sanctioned estimate of Rs. 5,312.

232. The retaining wall to the tank at Utelia, described in the last report, was in progress, and a sum of Rs. 1,898 was spent during the year, against the sanctioned estimate of Rs. 4,333.

233. Improvements to the Sonaria tank, described in the last report, were completed at a total cost of Rs. 3,667, against the sanctioned estimate of Rs. 3,667.

234. Repairing the tank at Bareja in the Daskrohi Táluka.—This is a village tank in which a large deposit of silt has collected, and it is proposed to remove it at an estimated cost of Rs. 4,139. The expenditure during the year was Rs. 204.

235. **Na'sik District.**—Improvements to the water-supply at Yeola consist of—

	Estimate.
	Rs.
(1) Sinking a new well near the well A with a platform, feed drain, water tank, engine-shed and machinery ...	23,989
(2) Improvements to the well B.	901
(3) Do. do. C.	1,678
(4) Service reservoir	13,730
(5) Piping, fire service, hydrants and earth-work, &c. ..	37,620
(6) Cisterns	42,610
Total ...	1,20,528

Items Nos. 1 and 4 were practically completed, except cement plaster inside No. 4. There are ten cisterns, of which five are completed up to roofing. The year's expenditure was Rs. 14,229 and the total outlay Rs. 27,128, against the estimate of Rs. 1,27,921.

236. **Belgaum District.**— The following wells (Local) were constructed, completed or improved :—

Village.	Estimate.	Outlay.		Remarks.
		Total.	During year.	
	Rs.	Rs.	Rs.	
Yedravi	2,984	2,997	252	Finally completed.
Jalikatti	2,689	1,959	453	In progress.
Siddápur	2,577	1,717	699	Do.
Hirekumbi	3,080	3,798	3,057	Do.
Kolanhatti	3,090	1,632	1,167	Do.

237. **Dha'rwa'r District.**—The Hubli Water Works have been fully described in previous reports. The works were finally completed and accounts closed in 1895-96. In 1897-98 the sum of Rs. 332 was expended on fees paid to the Chemical Analyser to Government for water analysis. The report of the Chemical Analyser on the samples sent to and tested by him are not altogether satisfactory, and bacteriological tests which were also made confirmed the result of the chemical analysis.

A sum of Rs. 29 was spent on remeasuring the lands taken up for the works. The lightning conductor attached to the engine-house chimney was tested on 25th April 1897, and the results of the test were satisfactory. The question of providing filter beds is being discussed by the Municipality. The question of the probable cost required for the extension of distribution is also still before that body.

238. The Savanur State having paid into the Government Treasury the amount of the estimate for repairs to the feed channel of Moti taláo at Savanur, the work was commenced during the year, and an expenditure on works, Rs. 3,862, establishment Rs. 463, and tools and plant Rs. 58, total Rs. 4,383 incurred up to end of March 1898, against the estimate of Rs. 5,905. Water was met with in taking out the foundations for the waste weir and gave considerable trouble and caused delay.

239. The following tanks and wells (Local) were constructed, completed or improved:—

Village.	Estimate.	Outlay.		Remarks.
		Total.	During year.	
Tanks.				
Devgeri	2,725	78	78	Improvements in progress.
Neglur	3,655	3,651	70	Do. completed.
Shetvadi	3,097	3,028	1,669	Do. do.
Hirehal	5,732	5,732	4,205	Do. do.
Kurtkoti	5,470	4,168	2,554	Do. do.
Kotbal	3,475	3,313	2,532	Do. in progress.
Naregal	7,701	2,945	2,945	Do. do.
Wells.				
Hirehal	3,438	957	...	Do. do.
Hattikeri	3,266	927	32	Do. do.

240. **Kola'ba District.**—The water works at Panvel, described in previous reports, were in progress during the year. Masonry stand-pipes were completed, and four drinking troughs for cattle erected in the town and wire fencing provided round the service reservoir. The total expenditure was Rs. 97,956, against the estimate of Rs. 1,10,831.

241. **Bija'pur District.**—Wells at Hulgeri, Dhamur and Mamadapur have been in progress since 1895-96, the outlay to end of the year being Rs. 914, 2,731, and 2,317, against the estimates of Rs. 2,658, 2,798 and 3,016 respectively.

242. **Sa'ta'ra District.**—Projects for improving the water-supply at Karád and Wái were under preparation during the year.

243. A pipe was laid to the health camp at Godoli to supply water to a health camp erected by the Sátára Plague authorities. The expenditure during the year was Rs. 2,528, against the estimate of Rs. 2,036.

244. **Kha'ndesh District.**—The survey of the project for water-supply to the town of Nandurbár was made during the year at a cost of Rs. 41 from the municipal contribution. The project is ready, but a smaller scheme, more suited to the limited means of the Municipality, is under consideration.

245. A sloping paved approach on the river side was built to the overbridge on the Sangameshvar channel from the Málegaon Cantonment Funds at a cost of Rs. 212.

6.—Sewage and Drainage.

246. **Bombay.**—Constructing roads and drains on the Chaupáti Estate, Bombay.—The necessity for the project and the items of works were described last year, and during the year under report items (1) roads, (2) sullage drains, (3) catch-water drains and (4) storm-water drains were taken in hand.

Roads.—The Chaupáti Estate is divided into five blocks, laid out into building plots. There will be five lines of roads 40 feet in width, two of which meet two municipal public roads, *viz.*, the Queen's Road and the Gámdevi Road.

Sewers and sullage drains.—The drains will be laid in three convenient lines so as to receive the sullage water from all the blocks on the estate, and will be connected with the municipal sewers on the Gámdevi and Queen's roads.

The drains will be of glazed stoneware piping, 9″ in diameter, laid on concrete bedding. Manholes at every change of direction and at convenient distances will be provided on the lines of the pipe drain.

The length of catch-water drains, completed last year, was found to work satisfactorily during the monsoon of the year under review. An additional drain, about 800 feet in length, similar in construction to that described in the last year's report, was provided on the west and east sides of the site on the Chaupáti Estate reserved for His Excellency the Governor's Body Guard lines.

Storm-water drains.—These drains will be provided in the centre of each road for carrying away the rain water from the roads, &c. They will be 2′ to 3′ in depth and of 12″ to 24″ in breadth. Their construction will be of brick and lime masonry on concrete foundations and covered over with stone slabs. They will be provided with side-entrances from the chambers on the water tables for the storm water to pass in. The inlet chambers will be at every 25 feet on alternate sides of the roads. The work is in progress, the expenditure during the year being Rs. 20,734, and the total expenditure amounted to Rs. 30,672. The sanctioned estimate amounts to Rs. 82,672.

247. **Dha'rwa'r District.**—Up to the present the Municipality has come to no decision on the subject of the drainage of the town of Hubli.

10.—MISCELLANEOUS.

248. **Bombay.**—*Strengthening the existing dry rubble stone-pitching on the foreshore, Back Bay.*—No progress was made on this work during the year. The total expenditure to date is Rs. 34,282, against the estimate of Rs. 72,283. Expenditure during the year was Rs. 108.

249. *Making a dam of lime concrete with stone-facing in the old crib work at the foreshore, Back Bay.*—In addition to the 432 feet of work reported in the last year's report, no progress was made during the year under review. The total amount of expenditure is Rs. 16,030, against the sanctioned estimate of Rs. 45,901.

250. *Provision of Fire Service for the Cotton Green at Colába.*—In order to co-operate with the Port Trustees and the Colába Land and Mill Company, Limited, who had provided their portions of the Cotton Green with a fire service, a project costing Rs. 4,829 was sanctioned by Government for a fire service on their portion of the Cotton Green which is in proximity to those belonging to the two bodies above named. The service consists of 3 lines of 4″ cast-iron pipes running at right angles to the 12″ municipal main with which the connections have been made. The necessary sluice valves in different places have been provided. Stand-post fire hydrants with 3″ sluice valves and necessary couplings have been erected on the 3″ branch lines in eight convenient places. A complete equipment for immediate use, consisting of hose reels with 500 feet lengths of hose spreading nozzles, and a stand with buckets, has also been provided. One shed of corrugated iron has ben built for keeping the reels and for the accommodation of the watchman in charge. Rs. 3,294 were spent during the year. An enhanced rent will be charged from the completion of the service.

250. **Surat and Broach District.**—The works for protecting the city of Surat from the Tápti river floods, described in previous report, were finally completed at a total cost of Rs. 1,75,456, of which Rs. 1,022 were spent during the year.

251. The work of renewing a portion of the wooden jetty at Surat, described in the last year's report, was completed at a cost of Rs. 9,032, of which Rs. 4,470 were spent during the year, the amount of the estimate being Rs. 9,033.

252. The two additional groynes, each 150′ long, to protect the left bank of the Auranga river near Bulsár, were built during the year at a cost of Rs. 3,147, which was also the amount of the sanctioned estimate. There are now four groynes in all and so far they have not only prevented further erosion of the bank but have caused a very fair amount of silting.

253. **Na'sik District.**—A large quantity of silt was removed from the tank at Peint. The expenditure incurred during the year was Rs. 3,482 and the total outlay from commencement of the work was Rs. 3,497, against the estimate of Rs. 3,704.

254. **Bija'pur District.**—The supplementary programme for clearance of prickly pear by convicts, described in previous reports, having been transferred in December 1893 to the Jail Department, the work was carried on by that Department, but the charges incurred on account of supervision of work, &c., have been debited to this Department. Rs. 733 were expended during the year on account of establishment and other charges. The total outlay to end of the year was Rs. 2,24,910, against the estimate of Rs. 2,57,873.

33—FAMINE RELIEF WORKS

IN CHARGE OF THE

PUBLIC WORKS DEPARTMENT.

255. The famine relief works, which were opened in 1896-97, were continued in 1897-98 in some districts and new works commenced in others.

256. The statements appended give information as regards the highest average daily number of workpeople employed, and the expenditure incurred on each work during the year under report.

257. The total outlay under this head was 52 lakhs of rupees on works; 6¾ lakhs on repairs; 1¾ lakhs on establishment, 1½ lakhs on tools and plant and 9¼ lakhs on gratuitous relief, as detailed below :—

		Works.		Repairs.		Rs.
Irrigation Works ...		11,97,912	+	8,077	=	12,05,989
Military Works ...		...			...	1,04,709
Railway Works ...		...			...	7,11,841
Civil Works—						
Provincial—						
Communications	Original Works ...				...	4,53,111
	Repairs ...				...	3,93,777
Miscellaneous Public Improvements ...	Original Works ...				...	3,638
Local—						
Communications	Original Works ...				...	27,35,269
	Repairs ...				...	2,76,603
Establishment	...	...			...	1,74,183
Tools and Plant	...	...			...	1,45,000
Suspense ...	...	...			...	—4,092
Gratuitous Relief	...	...			...	9,25,636
				Total	Rs.	71,25,664

258. Full details of the method by which the works were carried out, their nature and the general management and camp arrangements are given in Appendix O of the report on the Famine in the Bombay Presidency.

259. The following is a summary of the works carried out under the supervision of the officers of the Public Works Department :—

II.—COMMUNICATIONS.

I.—METALLED ROADS.

A.—Bridged and drained throughout.

260. **Poona District.**—*Collecting metal on the Bombay Mail Road from Dapuri to Campoli.*—The number of workers at the opening of the new year was 735. They increased until the maximum number 2,003 was reached at the end of May. The work was closed at the end of June. The cost of the metal broken is Rs. 9-3-0 per 100 cubic feet, exclusive of hutting, kitchen, &c. The amount of the estimate was Rs. 66,514; the expenditure to end of 1896-97 was Rs. 6,248, that during 1897-98 was Rs. 13,251, the total expenditure being Rs. 19,499.

261. **Ahmednagar District.**—*Repairs to Nagar-Sirur Road.*—A sum of Rs. 8,425 was expended for collection of metal for 10 years' repairs to Nagar-Sirur Road by famine labour. The total expenditure was Rs. 31,188, against an estimate of Rs. 51,834.

2. **Bija'pur District.**—*Road from Belgaum to Bágalkot, Section from Khajidoni to Bágalkot (Provincial).*—The collection of metal by famine labour was put in hand in 1896-97. The metal collected is sufficient for about 10 years. Some improvements to the portion of the road were also put in hand during the year under report. The total expenditure on the work was Rs. 64,682, against the estimate of Rs. 1,09,284, the outlay of the year being Rs. 38,967.

263. *Bágalkot-Hungund Road (Local).*—Collection of metal was begun in 1896-97. The total length of the road is nearly 28 miles and the quantity of metal collected will be sufficient for about 10 years. Some improvements, consisting of raising the road, &c., were also carried out as a relief work. The total expenditure was Rs. 1,60,930, against the estimate of Rs. 2,15,110, the outlay during the year being Rs. 76,637.

264. **Dha'rwa'r District.**—*Collection of Metal on Kárwár-Bellary Road, Section from Gadag to Hesrur (Provincial).*—The work was started as a famine relief work and a fifteen years' supply of metal was collected. The outlay was Rs. 21,990, against the estimate of Rs. 22,075.

265. **Sa'ta'ra District.**—*Collecting Metal on Poona-Bangalore Road (Provincial).*—This work, commenced in the previous year, was continued during the year under report. By the 7th of May 1897 the number on the work fell to about 572 working members and the work was closed on the 21st May, and all who desired further employment were drafted to the Takári-Islámpur Road. The estimate for the work amounted to Rs. 2,60,493 and the expenditure during the year to Rs. 2,964. Total expenditure on the work to end of the year under report amounted to Rs. 1,24,826. Metal was collected for miles 83 to 101 inclusive. The quantity of work done was as follows :—

Collecting	...	...	...	...	497,577 cft. of metal.
Stacking,,	...	...	...	...	70,400 do.

266. *Collecting metal on Karád-Chiplun Road (Provincial).*—The numbers of famine labourers rose rapidly after the end of the previous year; and for the week ending 10th April 1897 the average numbers were 3,398 workers and 639 non-workers. Owing to a slight outbreak of cholera on the 16th April 1897 the numbers decreased on the 18th. The camp was then moved to Nada in the 15th mile of the road. The numbers here rose till they reached an average of 2,169 workers and 449 non-workers. The work was closed on the 31st July and the remaining labourers who required further assistance were drafted to the Karád-Nagaz Road. The estimated cost of the work is Rs. 1,42,696 and expenditure during the year amounted to Rs. 22,415. Total expenditure to end of the year was Rs. 31,873. The estimate provides for collecting a supply of metal for 10 years in the plains and for four years in the ghát portion of the road. Metal was collected in miles 7 to 9 and miles 14 to 19.

267. *Collecting metal on Sátára-Padli Road (Local).*—About 6,000 people from the Poona-Bangalore road joined the camp on this road situated at Wadha, and early in April 1897 the numbers reached 8,000. The camp was moved to a new site near Arala and Waduth on account of the outbreak of cholera. Cholera, however, broke out at this camp also, and by the 20th April the camp was practically deserted. The people returned to their villages and the work was then closed on 10th May 1897. The estimated cost of the work is Rs. 63,420 and the expenditure during the year was Rs. 23,717. The total expenditure to end of the year was Rs. 47,907. The estimate provides for a supply of .5″ depth of metal along the whole road, which is 10 miles in length. The amount of metal collected in miles 1 to 6 was 112,165 cubic feet.

268. **Kola'ba District.**—*Collection of five years' supply of metal on the road from Alibág to Campoli, Section II, from Dharamtar to Campoli (Provincial).*—This work was continued to 18th October 1897, on which date the labourers left for field work; the average dáily attendance being 635. The expenditure was Rs. 2,695, against the estimate of Rs. 19,014.

B.—PARTIALLY BRIDGED AND DRAINED THROUGHOUT.

269. **Shola'pur District.**—*Jeur-Karmála Road (Local).*—Collection of metal for 10 years' repairs to this road was in progress; the expenditure during the year was Rs. 9,032; the total expenditure being Rs. 31,687, against the estimate of Rs. 40,584.

270. *Bársi-Yedsi Road (Provincial).*—Collection of metal for 10 years' repairs to this road was in progress. The expenditure during the year was Rs. 3,881, the total expenditure being Rs. 56,007, against the estimate of Rs. 72,166.

271. *Yedsi-Tadwalla Road (Provincial).*—Metal for 10 years' repairs to this road was collected at a total cost of Rs. 11,585, against the estimate of Rs. 14,753. Expenditure during the year was Rs. 9,245.

272. *Poona-Hyderabad Road, Sections I and III (Provincial).*—Improving and metalling this road and stacking metal for 10 years' repairs were in progress. The expenditure during the year was Rs. 6,494 on Section I and Rs. 58,171 on Section III, the total expenditure being Rs. 54,290 and Rs. 81,432 respectively. The estimate for Section III amounts to Rs. 1,14,219.

273. *Metalling Kusulumb-Yermalla road (Provincial) and stacking metal for 10 years' repairs.*—Rs. 38,020 were expended on this work during the year, the total expenditure being Rs. 43,244.

274. *Kurduwádi-Temburni Road (Local).*—Improving and metalling and collection of metal for 10 years' repairs were in progress. The expenditure during the year under report was Rs. 12,690. The total expenditure was Rs. 42,886, against the estimate of Rs. 37,487.

275. *Pandharpur-Janoni Road (Local).*—Improving and metalling and metal collection for 10 years' repairs were in progress. The expenditure during the year was Rs. 1,25,901; total expenditure being Rs. 2,66,260, against an estimate of Rs. 2,79,636.

276. *Pandharpur-Phaltan Road (Local).*—Improvement to the road and stacking metal for 10 years' repairs were in progress. Rs. 1,30,238 were expended on this work during the year, and the total expenditure was Rs. 2,56,648, against an estimate of Rs. 3,18,044.

277. *Improving Sholápur-Pandharpur Road (Local).*—The expenditure during the year on this work was Rs. 6,455, and the total expenditure was Rs. 31,821, against an estimate of Rs. 42,260.

278. *Improving and metalling Mohol-Pandharpur Road (Local)* and stacking metal for 10 years' repairs to the same were carried out at a cost of Rs. 97,258. The expenditure during the year was Rs. 14,300, against an estimate of Rs. 98,808.

279. *Improving the road from Sángola to Akluj (Local).*—The expenditure during the year on this road was Rs. 1,665, and the total expenditure Rs. 41,949, against an estimate of Rs. 51,297.

280. *Improving Sholápur-Tuljápur Road (Local)* was commenced as a relief work to give employment to the weavers of Sholápur on the closure of the relief work on Ekruk canals. The expenditure during the year was Rs. 4,667.

281. *Improving and metalling Karmála-Boregaon Road (Local)* and stacking metal for 10 years' repairs. The amount expended on this work during the year was Rs. 6,521. The total expenditure was Rs. 22,657, against the estimate of Rs. 22,090.

282. *Improving and metalling Karmála-Jategaon Road (Local).*—The expenditure during the year was Rs. 27,410, and the total expenditure Rs. 41,736, against the estimate of Rs. 42,091.

283. *Improving and metalling Karmála-Aljápur Road (Local).*—The amount expended during the year was Rs. 17,631, and the total expenditure Rs. 36,450, against the estimate of Rs. 40,056.

284. *Improving the road from Sholápur to Bársi (Local).*—The expenditure incurred during the year was Rs. 6,689, and the total expenditure Rs. 24,070, against the estimate of Rs. 33,209.

285. *Improving Jeur-Temburni Road (Local).*—An outlay of Rs. 8,141 was incurred during the year on this work, the total expenditure being Rs. 14,362, against Rs. 18,718, the amount of estimate.

286. **Poona District.**—*Improvments to Poona-Násik Road, Sections A and B.*—The work consisted of breaking metal. The number of working people employed was 4,323 on April 1st, 1897. Thereafter the numbers increased till the middle of May, when there were 6,599 workers. From the end of June the numbers rapidly decreased and the work was closed at the end of August. The cost of breaking metal is Rs. 11-1-8 per 100 cubic feet, exclusive of incidental charges such as hutting, &c. The amount of estimate was Rs. 1,19,413; the expenditure to end of 1896-97 was Rs. 59,322; that during 1897-98 was 51,769; and the total expenditure amounted to Rs. 1,11,091.

287. *Collecting metal on Poona-Sholápur Road.*—There were at the beginning of the year 1,174 workers, the maximum number for the year. The work was closed at the end of May. The cost of breaking metal, exclusive of hutting &c., is Rs. 5-2-10 per 100 cubic feet. The amount of estimate was Rs. 1,05,726; the expenditure to end of 1896-97 was Rs. 26,260; that during 1897-98 was Rs. 2,361; the total expenditure being Rs. 28,621.

288. *Metal-collection for Junnar-Náráyangaon Road.*—At the beginning of the year there were 1,056 workers, and the highest number was reached on the 1st of May, when there were 1,227 workers. The work was closed at the end of June. The cost of breaking metal, exclusive of hutting, &c., was Rs. 16-8-9 per 100 cubic feet. The amount of estimate was Rs. 14,033; the expenditure to end of 1896-97 was Rs. 2,459; that in 1897-98 Rs. 8,832; and the total expenditure amounted to Rs. 11,291.

289. *Constructing Bárámati-Nira Station Road.*—This work consisted of the construction of a new road with embankments and cuttings as well as collecting murum and metal for the road surface. At the beginning of the year there were 1,386 workers, and the numbers increased until June 12th, when there were 2,353 workers. The work continued until the end of October but had to be re-opened on March 28th, 152 people coming to work in the first week. The cost of breaking metal on this road was Rs. 4-13-0 per 100 cubic feet, exclusive of hutting, gratuitous relief, &c. When the work was reopened as a famine relief test work at the end of March, a radical change in the system of tasking the workers was made by introducing Mr. Joyner's "Limited Piece-work system," which is briefly described as follows:—

> The workers were divided into gangs not exceeding 30 people in each gang. The work done by each gang is measured up at the end of the week and its value calculated at rates which approximate to but usually have to be somewhat higher than ordinary famine rates. So far this was the usual piece-work system, but a calculation was made to ascertain how much the gang would have earned on "Famine Code wages" allowing for Sunday wages and adding a fair allowance for the maintenance of dependants. This calculation gave the "limit." The people were paid for the quantity of work they had done up to this limit. If they earned less than this limit they were only paid for the actual quantity of work they had done. The system was very simple and so far worked admirably with a great saving in establishment and trouble. The amount of estimate was Rs. 98,346; the expenditure to end of 1896-97 was Rs. 26,406; that during 1897-98 being Rs. 54,677; the total expenditure amounted to Rs. 18,083.

290. *Metal-collection on Ghoda-A'mbegaon Road (portion of Manchar-Ambegaon Road).*—At the beginning of the year there were 2,664 workers. The maximum number was reached on the 1st of May, when there were 5,383 workers. The work was closed at the end of June. The cost of breaking metal was Rs. 27-13-0 per 100 cubic feet, exclusive of hutting, gratuitous relief, &c. The amount of estimate was Rs. 16,613; the expenditure to end of 1896-97 was Rs. 6,146; that during 1897-98 was Rs. 39,437; the total expenditure being Rs. 45,583.

291. **Ahmednagar District.**—*Násik-Poona Road.*—A sum of Rs. 5,079 was expended by famine labour, against an estimate of Rs. 21,603, for collection of

metal for the first coating during the year; also Rs. 2,677 were expended by famine labour for collection of metal for 10 years' reserve. The total expenditure was Rs. 40,060, against the estimate of Rs. 52,936.

291. *Imámpur Ghát-Toka Road.*—Rs. 14,469 were expended by famine labour for collection of metal for 10 years' reserve during the year. The total expenditure was Rs. 43,852, against the estimate of Rs. 77,977.

292. *Nagar-Paithan Road.*—Rs. 1,11,740 were expended by famine labour for collection of metal for 10 years' reserve during the year. The total expenditure was Rs. 1,44,543, against the estimate of Rs. 1,44,821.

293. *Kolhár-Bári Road (Local).*—Rs. 7,908 were spent on collection of metal during the year. The total expenditure was Rs. 1,06,673, against the estimate of Rs. 1,13,289. A sum of Rs. 97,236 was expended by famine labour for collection of metal for 10 years' reserve; against the estimate of Rs. 1,41,548; also Rs. 3,008 were expended by famine labour for picking up road surface and spreading metal, against the estimate of Rs. 5,034.

294. *Nagar-Málegaon Road, Sections A, B and C.*—Rs. 1,75,505 were expended by famine labour for collection of metal. The total expenditure was Rs. 2,84,367, against the estimate of Rs. 1,89,880.

295. *Nagar-Sheogaon Road (Local).*—Rs. 31,547 were expended by famine labour for collection of metal during the year. The total expenditure was Rs. 42,554, against the estimate of Rs. 54,353.

Also Rs. 1,03,477 were expended by famine labour for special repairs to the Nagar-Sheogaon road. Metal was collected and the road between Tisgaon and Sheogaon embanked during the year. All work was completed, except spreading metal in four miles. The total expenditure was Rs. 1,12,025, against the estimate for Rs. 1,30,707.

296. *Belápur Station Feeder Road (Local).*—Rs. 584 were spent on collection of metal during the year. The total expenditure was Rs. 37,646, against the estimate of Rs. 14,129.

297. *Loni-Belápur Road (Local).*—Rs. 25,255 were expended by famine labour for collection of metal. The total expenditure was Rs. 47,183, against the estimate of Rs. 23,974.

298. *Nagar-Karmála Road viâ Mirajgaon (Local).*—Rs. 3,914 were expended by famine labour for collection of metal. The total expenditure was Rs. 31,791, against the estimate of Rs. 63,134.

299. *Nevása-Belápur Road (Local).*—Rs. 92,480 were expended by famine labour for collection of metal. The total expenditure was Rs. 93,986, against the estimate of Rs. 48,243.

300. *Ismálpur-Wambori Road (Local).*—Rs. 8,200 were expended by famine labour for collection of metal. The total expenditure was Rs. 8,200, against an estimate of Rs. 8,231.

301. *Constructing Kharda-Shrigonda Road from the Sina River to Jamkhed, Section II (Local).*—Rs. 29,787 were expended by famine labour for collection of metal and embanking the road. An inspection bungalow with out-houses was constructed at Jamkhed. The total expenditure was Rs. 63,519, against the estimate of Rs. 73,460.

302. *Constructing Kharda-Shrigonda Road from Jamkhed to Kharda, Section I.*—Rs. 1,15,153 were expended by famine labour for embanking the road during the year. The total expenditure was Rs. 1,15,153, against the estimate of Rs 85,541.

303. *Constructing Kharda-Jategaon Road (Local).*—Rs. 22,972 were expended by famine labour for collection of metal for the first three miles and the road was constructed from chainage 15,000 to 25,000. The Ghát portion was left untouched. The total expenditure was Rs. 22,972, against the estimate of Rs. 47,134.

304. *Pimpri Station Feeder Road (Local).*—Rs. 5,425 were spent on collection of metal. The total expenditure was Rs. 6,514, against the estimate of Rs. 9,110.

Also Rs. 4,568 were expended by famine labour for collection of metal for 10 years' reserve. The total expenditure was Rs. 4,568, against the estimate of Rs. 6,091.

305. *Constructing Nevása-Shevgaon-Bhadegaon Road from Sheogaon to Bhadegaon.*—Rs. 1,01,788 were expended in completing the road during the year; metal was collected by famine labour and kept in reserve. The total expenditure was Rs. 1,70,928, against an estimate of Rs. 1,71,452.

306. *Nagar-Karmála Road vid Mirajgaon in the Karjat Táluka.*—Rs. 573 were expended by famine labour for collection and spreading hard murum. The total expenditure was Rs. 573, against the estimate of Rs. 6,276.

307. *Constructing a piece of road in the Nizám's territory on the Shrigonda-Jámkhed Road from the Sina river to the boundary of Arangaon (Incorporated Local).*—Rs. 2,603 were expended in excavating side gutters and cutting in soil and rock. The collection and spreading of hard murum were completed. The whole expenditure will be met by His Highness the Nizám's Government.

308. **Na'sik District.**—The following works, consisting of breaking and collection of metal to provide a supply for road surfacing for future years, were started to give employment to distressed people :—

No.	Name of Work.	Estimated cost of Works.	Expenditure from 1st April to ed of March 1898.	Expenditure from commencement of Work to end of March 1898.
		Rs.	Rs.	Rs.
1	Khándesh Nizám's Frontier Road ...	2,33,743	8,694	66,584
2	Bombay-Agra Road	1,80,180	33.465	87,167
3	Násik-Poona Road	1,39,709	51,150	1,17,767
4	Málegaon-Manmád Road	73,181	28,682	64,750
5	Manmád-Kopargaon Road	25,650	5,827	22,803
6	Nándgaon-Aurangabad Road	57,519	21,004	53,718
7	Násik-Dindori and Kalvan Road	1,94,544	3,004	4,525
8	Satighát Road	6,683	383	388

309. **Kha'ndesh District.**—The construction of a road from Shindkheda to Gorana, as described in last year's report, was practically completed. The murum on quarry was partly carted to road side. The estimated amount was Rs. 44,869; the expenditure during the year was Rs. 6,739; and total expenditure from commencement was Rs. 11,521.

310. The construction of the road from Taloda to Nandurbár (Local), as described in the last year's report, was in progress. The following works were carried out during the year :—

319,130	cubic feet	embankment in earth.
537.231	do.	do. in murum.
9,327	do.	cutting in earth.
16,050	do.	do. in murum.

The work was continued as an ordinary work and will be completed as soon as funds permit. The estimated amount was Rs. 71,270; the expenditure during the year Rs. 728; the total expenditure from commencement being Rs. 4,613.

311. The construction of Sákri Ghorda Road, as described in last year's report, was in progress. The whole of the earthwork was completed. Two miles of murum surfacing and 10 masonry cross-drainage works were completed. The estimated amount was Rs. 37,152; the expenditure during the year Rs. 8,353; the total outlay from commencement being Rs. 20,018.

312. **Belgaum District.**—*Road from the Dhupdal Railway Station to Gokák Town (2nd Section), from the Mills to Gokak) (Local).*—This road, a railway feeder, was commenced as a famine relief work, but was closed in June 1897, after the completion of about 2½ miles of earthwork and the breaking of a fair quantity of metal. The largest number employed was 649 in April 1897. The level portion east of the Markandeya river only was undertaken, as the alignment in the ghát length from the Mills to the river has not yet been finally settled. The total outlay was Rs. 5,569 (Famine Relief Rs. 1,132 and Local Fund Rs. 4,437), against the famine abstract estimate of Rs. 8,233; the expenditure during the year being Rs. 3,471.

313. **Bija'pur District.**—*Road from Bijápur to Miraj, Section from Bijápur to Honvad (Provincial).*—Collection of metal and kankar was begun as a relief work in 1896-97 and was continued in 1897-98. The quantity collected is sufficient for about 14⅓ miles for 10 years' supply, the total length of the road being 24⅓ miles. The total expenditure was Rs. 37,477, against the estimate of Rs. 78,691.

314. *Ilkal-Hungund Road (Local).*—Collection of metal on this road was commenced by famine labour in 1896-97. The work was closed in September 1897. The quantity of metal collected will be sufficient for repairs of the whole of the road for 10 years. The total expenditure was Rs. 53,679, against the estimate of Rs. 62,559; the outlay during the year being Rs. 34,705.

315. **Sa'ta'ra District.**—*Improving Sátára-Mahábleshvar Road (Provincial).*—After the end of the previous year, during which the work was commenced, the numbers rose less rapidly and reached their maximum in the week ending 10th April 1897, when the average daily numbers were 7,310 labourers and 424 non-labourers. Numbers then decreased slowly till for the week ending 8th May 1897, the numbers being 5,208 workers and 279 non-workers. In the following week there was a sudden drop, the average daily number falling to 849 workers and 116 non-workers. This was partly due to cholera having broken out in the valley. The numbers continued to decline and the work was closed on 13th July 1897. The estimate for improving the road was Rs. 73,305. The outlay incurred during the year was Rs. 17,101 and the outlay to end of the year Rs. 69,689. The estimate provided for improving the road, the gradient of which was very steep. Work was carried out in miles 13 to 21.

316. *Constructing road from Ashta to Ashta Road Station (Local).*—After the end of the previous year, in which this work was commenced, the numbers began to increase, the average number for week ending 24th April being 2,562 workers and 792 non-workers. The increase continued till week ending 15th May, when the average numbers were 2,903 workers and 878 non-workers. The work was closed on the 2nd June 1897 and the labourers transferred to Takari-Islámpur Road. The estimated cost of the work was Rs. 1,01,562 and the expenditure Rs. 25,325. The outlay during the year amounted to Rs. 15,839. The new road is a feeder to the Southern Marátha Railway. The road is to be metalled but not bridged and drained throughout. The earthwork for a length of 2½ miles from Ashta Road Station has been practically completed.

317. **Dha'rwa'r District.**—*Gokák-Nargund Road (Provincial).*—The work was resumed on the 12th August 1897 and carried out as a famine relief work and completed according to the sanctioned estimate, except a few masonry works. There is already much traffic on this road. The total expenditure was Rs. 8,962, against the estimate of Rs. 10,194.

318. *Collection of metal on Hubli-Sholápur Road, Section from Hubli to Konur (Provincial).*—The work of collecting metal on this road was opened to afford employment to famine-stricken people, on the metal-collection on the Gadag-Hesrur Road being completed. The outlay was Rs. 315, against the estimate of Rs. 26,894.

319. **Belgaum District.**—*Breaking 12-years' metal supply for the road from Gokák Road Station to Yergatti, Section I (portion of Gokák-Navalgund*

Road) (*Local*).—This work was continued until the end of the famine, opportunity being taken, when sufficient metal had been broken, to improve the road by widening it and clearing and levelling side berms, &c. The greatest number of people on this work on any one day was 1,052 in May 1897. The outlay was Rs. 13,915, against the estimate of Rs. 18,807.

320. *Breaking 12 years' metal supply for the road from Yergatti viâ Manoli to Nargund boundary, Section II (portion of Gokák-Navalgund Road) (Local).*—This relief work was also kept open till no longer required. The maximum number in a day on this work was 2,163 in May 1897. The total outlay was Rs. 31,016, against the estimate of Rs. 38,851, the expenditure during the year being Rs. 17,287.

321. *Breaking 12 years' metal supply for the Road from Manoli to Saundatti (Local).*—On the completion of the breaking of metal required on this road, steps were taken to employ the relief workers in levelling the side berms, which were so thickly overgrown in the length of about 3 miles in the ghát that no materials could be stacked anywhere but on the road itself. The work was closed when no longer needed for purposes of relief. The maximum number was 793 in April 1897. The total outlay was Rs. 5,297, against the estimate of Rs. 10,843, the expenditure during the year being Rs. 4,829.

322. *Breaking 12 years' metal supply for the road from Dhárwár to Hongal viâ Saundatti to Gurlhosur (Local).*—Metal for this road, along a length of 10 miles, for which it was badly needed, could only be obtained from two quarries—one at either end of the road—so the workers were necessarily concentrated. The work was closed after the heavy rains of September and October. The maximum number relieved on this work was 893 in July 1897. The total outlay was Rs. 11,642, against the estimate of Rs. 16,380, the expenditure during the year being Rs. 11,535.

323. *Shedbal-Athni Road (Local).*—This road is to run from the Shedbal Railway Station to Athni *viâ* Navalyal, a distance of 21 miles, and will be a very important railway feeder when completed. The sanctioned project was modified and considerable improvements made in the alignment previous to starting the work for the purpose of affording relief, which event took place about the beginning of the year. During the six months it was open some 10 miles of embankment were completed and a few cuttings. The maximum number on the work was 1,571 in May 1897. The total outlay was Rs. 26,459, against the Famine abstract estimate of Rs. 42,099, the expenditure during the year being Rs. 23,102.

324. **Bija'pur District.**—*Collection of metal on the portion of the Road from Bijápur to Hippargi (Local).*—This work was put in hand as a famine relief work in 1896-97. The metal collected will be sufficient for 10½ miles for 10 years. The total outlay amounted to Rs. 77,925, against the estimate of Rs. 151,679, the expenditure during the year being Rs. 40,017.

325. *Sholápur-Hubli Road, Section III, 41 miles, from Kolhár to the Malprabha River (Provincial).*—Collection of metal was put in hand as a famine relief work in 1896-97 and was in progress during 1897-98. The metal collected is sufficient for 11 miles for about 10 years. The total outlay was Rs. 29,162, against the estimate of Rs. 1,66,862, the expenditure during the year being Rs. 6,148.

326. *Road from Indi to Indi Road Railway Station, 3½ miles (Local).*—The collection of metal and earthwork were done by famine labour. The outlay was Rs. 8,110, against the estimate of Rs. 18,908.

327. *Muddebihál-Chimalgi Road, 19½ miles (Local).*—Collection of metal on this road was commenced as a famine relief work in 1896-97, and was in progress during the year under report. The metal collected is sufficient for about 10 years. Some minor improvements, such as constructing dry stone retaining walls, planting trees along road-sides, &c., were also carried out by famine labour. The total outlay was Rs. 90,707, against the estimate of Rs. 1,00,564, the expenditure of the year being Rs. 38,037.

328. **Sa'ta'ra District.**—*Improving Karád-Nagaz Road (Provincial).*—This work, commenced in the previous year, was continued in the year under report. The number of people began to rise slowly till week ending 24th April 1897, when the average daily number of workers was 6,250 and of non-workers 829. The number fell during May and June to about half and began to increase again in July owing to the closing of Ashta to Ashta Road Station, Karád-Chiplun and Takari-Islámpur roads. The numbers reached their highest for the week ending 18th September with an average daily number of 7,461 workers and 713 non-workers. After this, numbers rapidly decreased and the works were closed on the 8th November 1897. The estimated cost of this work is Rs. 1,93,958 and the expenditure during the year was Rs. 88,083. Total expenditure incurred on the work to end of the year was Rs. 1,30,228. The road is partly metalled and partly murumed, and is not bridged and drained throughout. Work was carried out in miles 8 to 17 and 46 and 47. Of the portion improved, miles Nos. 8, 9 and 10 have been metalled.

329. *Constructing Takári-Islámpur Road (Local).*—This work, begun in 1896-97, was continued during the year. The numbers increased in April, reaching their maximum in the week ending 17th April with an average daily number of 3,398 workers and 639 non-workers. For the week ending 3rd July, the average numbers were 2,697 workers and 501 non-workers. The work was closed on 13th August and the labourers who needed further relief were drafted to the Karád-Nagaz Road. The famine abstract estimate for this road amounts to Rs. 79,633 and expenditure to Rs. 57,003. The ordinary estimate amounts to Rs. 53,108 and expenditure during the year to Rs. 26,163. The estimate provides for a new murum road as a feeder to the Southern Mahrátta Railway. The road is not bridged and drained throughout. The greater part of the earthwork of this road has been completed.

330. *Improving Sátára-Pandharpur Road (Local).*—Owing to the scarcity of early kharif rain during July and August 1897 in the Mán Táluka and unfavourable reports on the condition of people there, a relief work was opened on this road. It was opened as a test work on 25th August 1897, but, as people flocked to it in large numbers, it was converted into a relief work on the 29th August. The numbers rapidly increased and reached a total of 10,225 on the 10th September 1897. It was then decided to limit the numbers on this work to 6,000, including dependants, and draft excess to Kadepur Camp on Karád-Nagaz Road. Good rain fell during the latter part of September, prospects improved and numbers began to fall and gradually declined till the 7th November 1897, on which day the work was practically closed, 106 labourers only being retained to collect hutting materials, &c. These remaining men were paid off on the 15th November 1897 and the work was then finally closed. A kitchen for children and dependants was established from the commencement of the work. The outlay incurred during the year was Rs. 28,675. The work chiefly consits of raising the road, which is a murumed road, not bridged and drained throughout. Work was carried out in miles 44, 45, 46 and 47.

331. **Kola'ba District.**—*Collection of a five years' supply of jungle metal on Dharamtar to Mahád Road, Section from Nágothna to Mahád (Provincial).*—This work was in progress for only three days, the average daily attendance being 13. The expenditure on the work amounted to Rs. 32, against the estimate of Rs. 22,373.

332. **Bija'pur District.**—*Improving road from Sindgi to Indi viâ Almel, 31¾ miles (Local).*—Improvements to the portion of the road from Indi to Almel have been in progress since 1894-95. The cost of improvements to this section of the road, carried out as an ordinary Local Fund work from 1895-96, is to be met half from Provincial contribution and half from Local Funds. During the year under report, expenditure, as detailed below, was incurred by ordinary and famine labour:—

	Rs.
As an ordinary work	1,997
As a famine relief work	1,68,796
Total ...Rs.	1,70,793

The amount of the famine estimate for the road is Rs. 3,03,344, that of the original sanctioned estimate as an ordinary work being Rs. 1,44,154. The total outlay to the end of the year was—

	Rs.
As an ordinary work	13,235
As a famine relief work	1,90,419
Total ...Rs.	2,03,654

333. *Improving Road from Havin-Hippargi to Telgi, 19½ miles (Local).*—The improvements have been in progress since 1895-96; half the cost is to be met from Local Funds and half from Provincial contribution. During 1896-97 work on this road was opened as a famine relief work and was continued during 1897-98. During the year under report, no expenditure on ordinary work was incurred, but the whole work was done by famine labour. Earthwork on the section of the road from Havin-Hippargi to Bágevádi, and earthwork and muruming the remaining portion of the road have been completed. Metal has also been collected for 4½ miles, the outlay of the year being Rs. 94,811. The amount of the famine estimate is Rs. 1,49,272, that of the original sanctioned estimate being Rs. 82,328. The total outlay to the end of the year was—

	Rs.
As an ordinary work	13,389
As a famine relief work	1,45,897
Total ...Rs.	1,59,286

334. *Indi-Shirdhon Road, 26⅓ miles (Local).*—Improvements to the road were commenced as a relief work during 1896-97 and were in progress during the year under report. The total length of the road improved by embanking and barrelling is 20½ miles. Metal is yet to be spread and consolidated. Metal sufficient for 10 miles for 10 years has been collected. The total outlay was Rs. 2,05,795, against the estimate of Rs. 2,50,049, the expenditure of the year being Rs. 1,48,726.

335. *Constructing road from Bádámi to Mudkavi, 27 miles (Local).*—This work was commenced as a famine relief work during 1896-97 and was continued in 1897-98. The total outlay to end of the year on the earthwork, &c., was Rs. 1,21,241, against the estimate of Rs. 3,47,630; the expenditure of the year was Rs. 77,094.

336. *Improving Devar-Hippargi-Talikot Road, 30¾ miles (Local).*—The work was opened as a famine relief work in 1896-97 and was in progress during 1897-98. Twenty-nine miles of the road have been improved. Metal has also been collected, and it will be sufficient for maintaining 9½ miles for 10 years. The total outlay was Rs. 2,41,079, against the estimate of Rs. 2,71,230; the expenditure of the year being Rs. 1,62,610.

337. *Improving Havin-Hippargi-Talikot Road, 17⅔ miles (Local).*—Improvements were commenced during 1896-97 as a famine relief work and were in progress during 1897-98. This road is a new one. The earthwork has been completed. The surface and side slopes of embankment have been covered with murum or sand. Metal has also been collected, and it will be sufficient for 14 miles for 10 years. The total outlay was Rs. 1,45,897, against the estimate of Rs. 1,49,272; the expenditure of the year being Rs. 1,18,962.

338. *Improving road from Telgi to Kolhár, 10 miles (Local).*—Improvements were commenced during 1896-97 as a famine relief work and were in progress during the year under report. The earthwork and muruming have been completed. The total outlay was Rs. 73,996, against the estimate of Rs. 95,554; the expenditure of the year being Rs. 67,310.

339. *Constructing road from Muddebihál to Nalatwad, 12½ miles (Local).*—The work was in hand in 1896-97 as a famine relief work and was continued

in 1897-98. A portion of this road, 2 miles, lies in Nizám's territory. The portion of the road, 10 miles, in British territory, has been completed with 3 drains and 18 dry masonry road dams. Metal has also been collected and will be sufficient for maintaining the road for 10 years. The total outlay was Rs. 1,68,150, against the revised estimate of Rs. 1,71,250. The outlay during the year under report was Rs. 1,62,638.

340. *Muddebihál-Talikot Road, 15 miles* (*Local*).—The improvements to this road were carried out as a famine relief work during the year under report. The whole length of the road embankment has been finished. Metal has been collected along the road side and at the quarries sufficient for metalling the road and keeping it in repair for 10 years for a length of 9¼ miles. The outlay was Rs. 1,44,810, against the estimate of Rs. 2,03,798.

341. *Constructing Hungund-Nandwadgi Road, 15 miles* (*Local*).—The road was commenced during the year as a famine relief work. Out of the total length of 15 miles the earth-work of only 8¾ miles has been finished and murum spread but not consolidated. A small quantity of metal, sufficient for a length of 1 mile for a period of 10 years, has been collected. The outlay was Rs. 87,240, against the revised estimate of Rs. 1,33,156.

342. *Improving Sholápur-Bellary Road, Section IV, 10 miles* (*Local*).—The work was opened as a famine relief work during the year. The length of the road from Muddebihál to the Krishna is 9 miles, of which only 4⅞ miles have been finished. A small quantity of reserve murum, sufficient for 1½ miles has been collected. The outlay was Rs. 34,002, against the estimate of Rs. 79,794.

343. *Sholápur-Bellary Road, Section V, 11½ miles* (*Local*) —The length of the road from the Krishna to Hungund is 11½ miles. The collection of metal was put in hand as a famine relief work during the year under report. A small quantity of metal, sufficient for maintaining 3 miles for 10 years, was collected at an outlay of Rs. 9,060, against the estimate of Rs. 34,670.

3.—Roads banked and surfaced with murum or similar material but not drained.

344. Ahmednagar District.—*Improving Anághát Road from Nagar to the boundary of the Nagar Táluka.*—A sum of Rs. 76,756 was expended on muruming and rolling and embanking some part of the road by famine labour. The work was not completed. The total expenditure was Rs. 76,775, against the estimate of Rs. 71,563. A sum of Rs. 2,848 was expended by famine labour for collection of metal. The total expenditure was Rs. 2,848, against the estimate of Rs. 48,897.

345. *Constructing miles Nos. 37 to 40 of Nagar-Mirajgaon-Sholápur Road from cleared track to an unbridged murumed road.*—Rs. 174 were spent on re-stacking metal that was washed away and rolling embankment. The total expenditure was Rs. 9,863, against the estimate of Rs. 5,900.

346. *Construction of Mahi-Jalgám-Karmála Road.*—Rs. 5,933 were expended by famine labour for excavating gutters, raising embankments and collection of metal on quarry. The total expenditure was Rs. 5,933.

347. *Shrigonda-Kashti Road* (*Local*).—Rs. 4,835 were expended by famine labour for collection of metal on quarry and road side during the year. The total expenditure was Rs. 5,557, against the estimate of Rs. 13,017.

348. *Kharda-Shrigonda Road* (*Local Fund*).—Rs. 19,050 were expended by famine labour for collection of metal on quarry and road side. Total expenditure was Rs. 19,050.

6.—Roads cleared only.

349. Belgaum District.—*Constructing Honvad-Athni Road* (*Local*).—This road was opened primarily to afford relief for workers from the Bijápur District but failed in its object, as very few people from that district came on

to it. The road was newly surveyed just before work was commenced. It is a continuation to Athni of the Provincial road from Bijápur to Honvad and will be about 24 miles in length. It is also a connecting link on the through road from Bijápur on the Eastern Deccan to Shedbal on the Western Deccan branch of the Southern Mahrátta Railway, joining on to the Shedbal-Athni Road at the latter place. A rest-house at Khotanhatti, 10 miles from Athni, was put in hand but stopped when plinth level had been reached. In all nearly 17 miles of earthwork (from the Bijápur frontier to Badchi, where the old road is joined) were completed. The work was stopped at the close of the famine. The largest number on the work at one time was 3,254 in September 1897. The total expenditure was Rs. 46,507, against the famine abstract estimate of Rs. 31,749 (subsequently revised to provide more work); the outlay during the year being Rs. 44,875.

STATE RAILWAYS.

350. **Shola'pur District.**—Bársi Station-Pandharpur-Sángola Railway. When the works of metal-breaking and road improvements were found to be insufficient to give employment to relief labour in Mádha, Pandharpur and Sángola tálukas, it was determined to open the earthwork of this railway. The line was surveyed and work was commenced on Bársi Station-Pandharpur Railway in March 1897 and on Pandharpur-Sángola Railway in April 1897. Banks were made 10 feet in top width, with side slopes of 2 to 1, and cuttings 14 feet in bed width with side slopes varying from ½ to 1 to 2 to 1 according to the nature of the material cut through. The line is intended to carry a railway of 2 feet 6 inches gauge, similar to the line laid between Bársi Road and Bársi Town. In taking up land for the line berms were kept of 20 and 32 feet on left and right hand sides respectively. The additional 12 feet width of berm on the right hand side was intended to allow additional earthwork for doubling the line, should doubling be found necessary hereafter. The maximum numbers of relief workers employed on the line were as follows:—25,888 on Bársi Station-Pandharpur Railway on 21st August 1897, and 16,329 on Pandharpur-Sángola Railway on 21st August 1897. The expenditure incurred on the works during the year was Rs. 4,25,150 on the Bársi Station-Pandharpur Railway and Rs. 2,51,886 on the Pandharpur-Sángola Railway, the total expenditure being Rs. 4,26,611 and Rs. 2,51,886, respectively, on the two sections. These works were closed for relief purposes in the first week of November 1897.

SURVEYS.

351. **Shola'pur District.**—A survey of railway extension from Bársi Town towards Latur in the Nizam's territory was commenced in September 1897 in order to provide further work to relief workers in case of necessity, and 9 miles were surveyed at a cost of Rs. 285, against the estimate of Rs. 704.

352. **Belgaum District.**—The survey of the Honvad-Athni Road was carried out during the year at an outlay of Rs. 341, against the estimate of Rs. 390.

353. **Bija'pur District.**—Surveys for the following roads were completed during the year under report, with a view to preparing projects for their improvements to be carried out as famine relief works:—

(1) Road from Muddebihál to Talikot.
(2) Road from Muddebihál to Nalatvád.
(3) Road from Bádámi to Hirehal.
(4) Road from Bágalkot to Sangam.
(5) Road from Hungund to Nandwadgi.
(6) Muddebihál-Dhannur-Sangam Road.
(7) Muddebihál-Hungund Road.

SHOLA'PUR DISTRICT.

Statement showing the highest average daily number of labourers employed on Relief Works and the expenditure incurred on each Relief Work during the year under report up to 31st March 1898, (vide *Superintending Engineer, Central Division's No. 2782 of 18th May 1898*).

No.	Name of work.	Highest average daily number of labourers.	In the month of	Outlay incurred up to 31st March 1898.	Remarks.
1	2	3	4	5	5
				Rs.	
1	Kusulumb-Yermála Road diversion ...	3,768	August 1897 ...	*	*The amount is included in Item No. 5.
2	Improving and metalling Karmála-Aljápur Road and stacking metal thereon for repairs.	3,141	May 1897 ...	36,450	
3	Improving and metalling Karmála-Jategaon Road and stacking metal thereon for repairs.	3,671	Do. ...	41,736	
4	Improving and metalling Poona-Hyderabad Road, Section III, and stacking metal thereon for repairs.	6,344	October 1897...	81,433	
5	Improving and metalling Kusulumb-Yermála Road and stacking metal thereon for repairs.	1,738	December 1896.	43,245	
6	Improving road from Sholápur to Bársi ...	4,067	April 1897 ...	24,070	
7	Do. from Jeur to Tembhurni ...	3,317	May 1897 ...	14,362	
8	Improving and metalling Karmála-Boregaon Road and stacking metal thereon for repairs.	2,522	Do. ...	22,658	
9	Improving and metalling Kurduwádi-Tembhurni Road and stacking metal thereon for repairs.	5,373	April 1897 ...	42,886	
10	Improving Sholápur-Pandharpur Road ...	3,397	February 1897.	31,822	
11	Improving and metalling Poona-Hyderabad Road, Section I, and stacking metal for repairs thereon.	7,659	March 1897 ...	54,290	
12	Improving and metalling Pandharpur-Jánoni Road and collecting metal thereon for repairs.	21,673	April 1897 ...	2,66,261	
13	Improving and metalling Pandharpur-Phaltan Road and stacking metal thereon for repairs.	17,297	June 1897 ...	2,56,648	
14	Improving and metalling Sangola-Akluj Road.	6,282	February 1897.	41,949	
15	Improving and metalling Mohol-Pandharpur Road and stacking metal thereon for repairs.	6,585	March 1897 ...	97,258	
16	Collecting metal for 10 years' repairs to Bársi-Yedsi Road.	8,282	Do. ...	56,007	
17	Collecting metal for 10 years' repairs to Yedsi-Tedvála Road.	3,978	April 1897 ...	11,585	
18	Stacking metal for 10 years on Jeur-Karmála Road.	2,853	May 1897 ...	31,688	
19	Earth-work on Bársi Junction-Pandharpur Railway.	26,489	September 1897	4,26,611	
20	Earth-work on Pandharpur-Sángola Railway.	15,985	Do. ...	2,51,886	
21	Constructing Pathri Tank	17,873	Do. ...	3,45,305	
22	Do. Mangi Tank	13,330	Do. ...	1,91,597	
23	Repairs to Ekruk Tank and Canals ...	3,284	Do. ...	50,604	
24	Draining and filling in the pool of water behind the Ekruk Tank dam.	384	January 1897 .	838	
25	Strengthening and improving the banks of Mhaswad Tank Canals.	1,588	September 1897	17,591	
26	Adding a berm in rear of a portion of Ashti Tank dam.	571	Do. ...	2,074	
27	Improving Sholápur-Tuljápur Road ...	1,459	January 1898...	4,668	

Camp Pandharpur,
21st May 1898.

K. R. GODBOLE,
Executive Engineer, S. D.

STATEMENT II.

Statement showing the number of people employed, nature of work executed, expenditure incurred, &c., on Famine Relief Works on Provincial and Local Roads in the Sholápur District during the year 1897-98.

Number.	Name of work.	Date of commencement of work.	Date of closure of work.	Total number of day units of Relief Workers employed during the year including working children.	Amount of estimate.	Allotment sanctioned.	Expenditure during the year.	Total expenditure to end of March 1898.	Nature of work executed.
					Rs.	Rs.	Rs.	Rs.	
1	Collecting metal on Barsi-Yedshi Road.	10th December 1896.	11th May 1897.	158,691	72,166	19,500	3,881	56,007	Metal collection. This is intended as a reserve stock of metal for repairs during the next 10 years.
2	Collecting metal on Jeur-Karmála Road.	21st December 1896.	25th May 1897.	131,339	40,584	17,600	9,032	31,687	Do. do.
3	Collecting metal on Yedshi-Tadwala Road.	21st January 1897.	20th May 1897.	103,583	14,753	12,000	9,245	11,585	Do. do.
4	Improving and metalling Poona-Hyderabad Road.—								
	Section I ...	4th January 1897.	7th May 1897.	590,575	No estimate.	18,700	6,494	54,290	Improving cross sections by raising edges where necessary easing gradients, &c., and collecting muram and metal for first coat and for future repairs.
	Do. III ...	16th November 1896.	11th November 1897.		1,14,219	72,680	58,171	81,432	
5	Improving and metalling Kusalamb-Yermala Road including its diversion.	13th May 1897.	2nd March 1898.	321,450	No estimate.	46,460	38,021	43,245	Embankment of earth and muram, collecting metal and excavating gutters, &c. A portion of the road likely to be submerged by the Pathri Tank has been diverted.
6	Improving and metalling Kurduwádi-Tembhurni Road.	13th January 1897.	28th May 1897.	102,548	37,487	25,900	12,690	42,886	Breaking and collecting metal for first coat and for future repairs, also improving cross section by easing gradients, &c., excavating gutters.
7	Improving and metalling Pandharpur-Jánoni Road.	20th November 1896.	7th July 1897.	1,118,280	Estimate has not yet been sanctioned. Completion report under preparation.	1,95,930	1,25,901	2,66,260	The work consits of collecting muram and metal for first coat and future repairs, also of improving the road by easing gradients, giving proper cross section, providing side gutters and catch-water drains where necessary and improving nála approaches.
8	Improving and metalling Pandharpur-Phaltan Road.	Do. ...	28th August 1897.	1,557,385	Estimates have not yet been sanctioned. Completion reports are under preparation.	2,15,595	1,30,238	2,56,648	Do. do.
9	Improving Sholápur-Pandharpur Road.	16th November 1896.	15th April 1897.	43,018		6,445	6,456	31,821	The work consists of excavating side gutters and catch water drains where necessary, improving nála crossings and collecting hard muram.
10	Improving and metalling Mohol-Pandharpur Road.	30th November 1896.	3rd June 1897.	244,914		40,000	14,300	97,258	Collecting metal for first coat and for future repairs, improving cross section and providing side gutters and catch-water drains where necessary.
11	Improving Sángola-Akluj Road.—								
	Section I ...	28th December 1896.	7th May 1897.	75,930		12,000	1,665	41,949	Improving cross section, easing gradients, excavating side gutters where necessary, improving nála crossings, and collecting hard muram.
	Do. II ...	14th January 1897.	27th May 1897.						
12	Improving Sholápur-Tuljápur Road.	13th January 1898.	25th April 1898.	...	No estimate sanctioned. Completion report under preparation.	4,600	4,667	4,667	Do. do.
13	Improving and metalling Karmála-Boregaon Road.	23rd November 1896.	28th May 1897.	100,988	22,090	13,700	6,521	22,658	Improving nála crossings and river approaches, excavating side gutters and catch-water drains where necessary, clearing road surface and collecting metal for first coat and for future repairs.
14	Improving and metalling Karmála-Jategaon Road.	18th January 1897.	14th July 1897.	288,185	42,091	35,020	27,410	41,736	Collecting muram and metal, excavating side gutters and catch-water drains where necessary, improving road section, filling in cuts and hollows and improving nála crossings.
15	Improving and metalling Karmála-Aljápur Road.	25th December 1896.	24th June 1897.	214,564	40,056	24,180	17,631	36,450	Do. do.
16	Improving Sholápur-Barsi Road.	15th December 1896.	3rd May 1897.	97,671	33,209	13,900	6,689	24,070	Collecting muram, easing steep gradients, excavating side gutters where necessary and improving nála crossings.
17	Improving Jeur-Tembhurni Road.	4th February 1897.	9th May 1897.	97,556	18,718	12,400	8,141	14,362	Collecting hard muram, improving dips and road section and excavating side gutters where necessary.
18	Earth-work on the Barsi Station-Pandharpur Railway.	1st March 1897.	4th November 1897.	3,012,638	Estimate under preparation.	4,77,060	4,25,150	4,26,611	Embankment in earth and muram, cutting in earth muram and rock, breaking and collecting stone ballast, collecting boulders for stone ballast and excavating catch, water drains where necessary.
19	Earth-work on the Pandharpur-Sángola Railway.	22nd April 1897.	Do. ...	1,865,180	Do ...	2,82,920	2,51,886	2,51,886	Embankment in earth and muram, cutting in earth muram and rock, excavating catch-water drains where necessary.

Sholápur, 26th May 1898.

K. R. GODBOLE,
Executive Engineer, S. D.

Statement showing the highest average daily number of Labourers employed on Relief Works and the Expenditure incurred on each Relief Work during the year under report up to 31st March 1898.

Number.	Names of Works.	Highest average daily number of Labourers.	In the month of.	Outlay incurred up to 31st March 1898.
1	2	3	4	5
				Rs.
1	Constructing Bárámati-Nira Station Road	2,353	June 1897 ...	54,677
2	Improvements to the Indápur-Bárámati Road	Work closed on 20th February 1897		8,071
3	Improvements to the Poona-Násik Road (Section A)	4,179	May 1897 ...	51,769
3A	Improvements to the Poona-Násik Road (Section B)	2,752	June 1897 ...	
4	Collecting metal on the Bombay Mail Road	2,003	May 1897 ...	13,251
5	Collecting metal on the Poona-Sholápur Road	1,174	April 1897 ...	2,361
6	Collecting metal on the Ghoda-A'mbegaon Road	5,383	May 1897 ...	39,437
7	Collecting metal on the Junnar-Nárayangaon Road	1,227	May 1897 ...	8,832
			Total ...	1,62,256

Note—Outlay entered in Column 5 is for the year 1897-98.

No. 3337 of 1898.

Poona, 21st May 1898.

Forwarded to the Superintending Engineer, Central Division, with reference to his No. 2782, dated 18th instant.

A. E. HIGHT, A.M.I.C.E.,
Executive Engineer, Poona District.

Statement showing the highest average daily number of Labourers employed on Relief Works and the Expenditure incurred on each Relief Work during the year under report up to 31st March 1898.

Number.	Names of Works.	Highest average daily number of Labourers.	In the month of.	Outlay incurred up to 31st March 1898.	Remarks.
				Rs.	
1	Constructing Kharda-Shrígonda Road, Section I	11,185	July ...	1,15,152	
2	Constructing Kharda-Shrígonda Road, Section II	5,290	April ...	63,519	
3	Constructing Nevása-Shevgaon-Bodhegaon Road, from Shevgaon to Bodhegaon	5,460	March ...	1,70,928	
4	Constructing Mile No. 37 to 40 Nagar-Mirajgaon-Sholápur Road ...	560	January ...	9,863	
5	Constructing Mile No. 37 to 40 Nagar-Kharda-Jategaon Road	885	October ...	22,929	

Number.	Names of Works.	Highest average daily number of Labourers.	In the month of.	Outlay incurred up to 31st March 1898.	Remarks.
				Rs.	
6	Constructing Mile No. 37 to 40 Nagar-Mahájalgaon-Karmála Road ...	1,149	October ...	5,933	
7	Special Repairs to Nagar-Shevgaon Road	8,517	July ...	1,12,026	
8	Improving Kharda-Shrígonda Road...	Included in	Item No. 26..	269	
9	Collecting metal on the Kolhár-Bári Road, 1st coating	14,809	April ...	1,06,686	
10	Collecting metal on the Kolhár-Bári Road, 10 years supply... ...	Included in	Item No. 9...	97,236	
11	Picking up road surface and spreading metal on Kolhár-Bári Road ...	Included in	Item No. 9...	3,008	
12	Metal collection on Násik-Poona Road, 1st coating	2,683	April ...	5,079	
13	Metal collection on Násik-Poona Road, 10 years supply	Included in	Item No. 12...	40,060	
14	Metal collection on Nagar-Anna-Ghát Road	4,759	September ...	2,848	
15	Metal collection on Loni-Belápur Road	3,167	March ...	47,183	
16	Metal collection on Belápur Station-Feeder Road, 1st coating ...	5,392	January ...	37,646	
17	Metal collection on Nagar-Málegaon Road, in Ráhuri Táluka, Section A .	5,659	January ...	1,06,507	
18	Metal collection on Nagar-Kopergaon-Táluka, Section B	10,897	September...	1,43,512	
19	Metal collection on Nagar-Táluka, Section C...	1,890	March ...	15,831	
20	Metal collection on Nevása-Belápur Road	8,594	September ...	93,986	
21	Metal collection on Pimpri Station-Feeder Road 10 years supply ...	2,334	January ...	4,568	
22	Metal collection on Pimpri Station, Feeder Road, 1st coating ...	Included in	Item No. 21..	6,514	
23	Metal collection on Nagar-Shevgaon Road, 1st coating	3,650	September ...	42,555	
24	Metal collection on Nagar-Karmála Road *vid* Mirajgaon, 1st coating ...	2,256	February ...	31,791	
25	Metal collection on Shrígonda-Kasti Road, 1st coating	541	April ...	5,557	
26	Metal collection on Kharda-Shrígonda Road, 1st coating	2,261	September ...	19,050	
27	Metal collection on Nagar-Sherur Road, 10 years' supply ...	2,234	March ...	29,518	
28	Metal collection on Nagar-Paithan Road, 10 years' supply ...	5,714	July ...	1,44,543	
29	Metal collection on Ismalpur-Vámbori Road, 1st coating	1,744	October ...	8,122	
30	Metal collection on Imampur-Ghát to Toka Road, 10 years' supply ...	3,063	March ...	43,852	
31	Improvements to Nagar-Anna-Ghát Road	Included in	Item No. 14..	76,786	
32	Clearing bed of Lakh Canal ...	Carried out	by piece-work..	9,894	
33	Constructing Ojhar Road Bank Canal	76	August ...	1,900	
34	Constructing Kapurvádi Tank ...	6,850	September ...	1,01,303	
35	Constructing Visápur Tank ...	2,973	September ...	33,513	
36	Raising and strengthening Banks of the Lakh Canal	Carried out	by piece-work.	4,841	
	Grand Total ...	...	.....	17,64,508	

R. J. KENT, C.E.,
Executive Engineer, Ahmednagar District.

NÁSIK DISTRICT.

Statement showing the highest average daily number of relief labourers employed on Relief Works and the expenditure incurred on each Relief Work during the year under report up to 31st March 1898.

Number.	Names of Works.	Highest average daily number of labourers.	In the month of 1897.	Outlay incurred up to 31st March 1898.	Remarks.
1	2	3	4	5	6
		No.		Rs.	
	A.—COMMUNICATIONS.				
	(1)—ROADS.				
	(c)—Collection of materials for—				
1	Khándesh-Nizám's Frontier Road...	6,299	January ...	66,584	
2	Bombay-Agra „ ...	8,378	February ...	87,167	
3	Násik-Poona „ ...	10,274	March ...	1,17,767	
4	Málegaon-Manmád „ ...	5,211	February ...	64,750	
5	Manmád-Kopergaon „ ...	2,191	February ...	22,803	
6	Nandgaon-Aurangabad „ ...	4,391	March ...	53,718	
7	Násik-Dindori and Kalwan „ ...	1,491	April ...	4,525	
8	Satighat-Horsul „ ...	337	July ...	388	
	B.—IRRIGATION AND WATER-SUPPLY.				
	(a)—Construction of Storage Dams for Irrigation.				
1	Wághad Tank	2,030	April ...	26,540	
2	Khirdi-Sathe Tank	3,842	June ...	52,415	
	(b)—Construction of Storage Dams for Water-supply.				
1	Wasali Tank	1,527	June ...	16,440	
2*	Peint Tank	1,293	June ...	3,497	*The expenditure incurred is charged to grants sanctioned by the Local Board and not to famine.
	Total, Násik Collectorate ...	...	...	516,594	
	AHMEDNAGAR COLLECTORATE.				
	B.—IRRIGATION AND WATER-SUPPLY.				
	(a)—Construction of Storage Dams for Irrigation.				
1	Mháládevi Tank	7,425	May ...	80,117	
	Total, Ahmednagar Collectorate...	...	.....	80,117	
	Grand Total, Násik and Ahmednagar Collectorate ...	...	.....	5,96,711	

Note.—Column 3 includes both workers and non-workers.

No. 3032 of 1898.

Camp Igatpuri, 23rd/24th May 1898.

Forwarded to the Superintending Engineer, Central Division, as requested by him in his Memorandum No. 2782 of the 18th instant.

KARPUR SHRINIVASRAO,
Executive Engineer, Násik Division.

Statement showing the highest average daily number of labourers employed on Relief Works and the expenditure incurred on each Relief Work during the year under report up to 31st March 1898.

No.	Name of Work.	Highest average daily number of labourers.	In the month of	Outlay incurred up to 31st March 1898.	Remarks.
1	Metal collection for Dhulia-Surat Road—				
	Original Works (Quarry Sakri) ...	820	April 1897...	3,716	
	Repairs (Morana Quarry)	3,062	Do. ...	32,886	
2	Metal collection for Bombay-Agra Road—				
	Repairs (Songir Quarry)	924	Do. ...	1,277	
3	Metal collection for Dhulia-Chálisgaon Rood—				
	Repairs (Derabardi Quarry)	706	May 1897 ...	3,757	
4	Constructing Sakri-Ghorda Road	772	April 1897...	1,917	
5	Metal collection for Neri-Ajanta Road—				
	Khadki-Nála Quarry. { Original Works.			7,875	
	{ Repairs ...			7,875	
6	Metal collection for Jalgaon-Jámner Road—				
	(Portion from Neri to Jámner) ...	3,177	June 1897 ...		
	Khadki-Nála Quarry			14,498	
7	Metal collection for Jalgaon-Jámner Road—				
	(Portion from Neri to Jámner) ...				
	Khadki-Nála Quarry			11,082	
8	Metal collection for G. I. P. Railway—				
	Nándra Quarry	2,072	April 1897...	8,134	
9	Metal collection for Edalabad-Bodwad Road—				
	Sarola Quarry	1,228	May 1897 ...	22,022	
10	Metal collection for Amalner-Párola Road—				
	Wanjára Quarry...	*Nil*	*Nil* ...	7,613	
11	Metal collection for Dhulia Station Roads—				
	Dhulia Quarry	*Nil*	*Nil* ...	338	
12	Metal collection for Sowda-Gatha and Udhali Road—				
	Udhali Quarry ... { Original Works,...	3,204	April 1897...	2,154	
	{ Repairs			2,279	
13	Metal collection for Jalgaon-Jámner Road—				
	(Portion from Jalgaon to Neri) ...	...	.....	...	
	Mehroon Quarry	1,442	June 1897 ..	11,426	
14	Constructing Taloda Road	269	April 1897...	257	
15	Do. Road from Gorana to Sindkheda	588	Do. ...	91	
16	Do. a road from Amalner to Párola	*Nil*	*Nil* ...	133	
17	Special repairs to Road from Edalábád to Bodwád	787	April 1897...	1,114	
18	Construction of Tápti-Valley Railway—				
	Section from Amalner to Dharangaon .	3,550	Do. ...	3,4823	
19	Metal collection for Bhusával-Yáwal Road—				
	Anjála Quarry	...	.....	3,887	
20	Metal collection for Duskheda-Anjála Road—				
	Anjála Quarry			2,478	
	Total ...	...	.....	1,67,572	

L. M. BOSE,

Executive Engineer, Khándesh District.

Executive Engineer's Office, K. D.,
Dhulia, 23rd May 1898.

Statement of Famine Relief Works undertaken during the year 1897-98 in the Khándesh District.

No.	Classification and name of work.	Where situated (name of quarry.)	Date of commencement of work.	Date of opening of kitchen.	Total average daily number of famine labourers employed on each work.	Outlay during the year.	Quantity of work done.	Remarks.
	PROVINCIAL.							
	33 Famine Relief Works.							
	Communications.							
1	Metal collection for Dhulia-Surat Road—							
	Original works	Sakri	.....	.....	860	3,716	52,769	Cubic feet metal.
	Repairs	Morana ...	25th November 1896.	18th March 1897.	2,039	32,886	2,58,980	Do.
2	Metal collection for Bombay-Agra Road—							
	Repairs	Songir ...	20th November 1896.	20th February 1897.	974	1,277	19,024	Do.
3	Metal collection for Dhulia and Chálisgaon Road—							
	Repairs	Derabardi ...	28th April 1897.	.....	497	3,757	36,916	Do.
4	Constructing Sakri-Ghorda Road ...	.....	.....	.....	1,173	1,917	...	
5	Metal collection for Neri-Ajanta Road—							
	Original works	Khadkinala quarry.	11th December 1896.	8th April 1897.	1,939	7,875	80,079	Cubic feet metal.
	Repairs					7,875	80,078	Do.
6	Gratuitous relief	.....	.....	.....	...	5,498	...	
7	Tools and Plant	.....	.....	.....	...	1,998	...	
	LOCAL.							
	33 Famine Relief Works.							
	Communications.							
8	Metal collection Edalabad-Bodwad Road	Parola ...	April 1897.	.....	1,024	22,022	1,20,332	
9	Metal collection for Jalgaon-Jámner Road, portion from Neri to Jámner	Khadkinala ...	6th December 1896.	25th February 1897.	...	14,498	90,625	
10	Metal collection for Jalgaon-Jámner Road, portion from Jalgaon to Neri	Mehroon ...	29th November 1896.	23rd February 1897.	1,609	11,426	1,20,821	
11	Metal collection for Jalgaon-Jámner Road, portion from Neri to Jámner	Khadkinalla ...	6th December 1896.	25th February 1897.	...	11,082	69,315	
12	Metal collection for Bhusával to Yáwal Roar.	Anjalla ...	January 1897...	.....	...	3,887	17,726	
13	Metal collection for G. I. P. Railway.	Nandra ...	21st January 1897.	25th February 1897.	1,209	8,134	82,903	
14	Do. for Amalner-Parola Road.	Wanjara ...	3rd December 1896.	.....	2,889	7,613	44,407	
15	Do. for Dhulia Station Road.	Dhulia ...	20th November 1896.	18th March 1897.	834	338	2,741	
16	Do. for Duskheda-Anjala Road.	Anjala ...	2nd December 1896.	4th March 1897	2,092	—2,478	...	
17	Do. for Sowda-Gatha Road.	Udhali ...	25th November 1896.	25th February 1897.	3,903	—2,154	...	
18	Do. for Sowda-Gatha Road repairs.	Do. ...	.....	.....	...	2,279	34,989	
19	Constructing Taloda-Nandurbár Road.	.....	7th October 1896.	.....	262	—257	...	
20	Do. road from Gorana to Sindkheda.	.....	8th October 1896.	.....	695	—91	...	
21	Do. road from Amalner to Parola.	.....	.....	.....	773	—133	...	
22	Special repairs to road from Edalabad to Bodwad.	.....	7th December 1896.	.....	817	1,114	...	
23	Gratuitous relief	.....	.....	.....	...	11,671	...	
	PROVINCIAL.							
	33 Famine Relief Work.							
	State Railways.							
24	Construction of Tápti Valley Railway section from Amalner to Dharangaon.	.....	1st March 1897	1st March 1897	1,321	34,823	39,22,756	Earth-work.

L. M. BOSE,
Executive Engineer, Khándesh District.

APPENDICES (A to F)

TO THE

ADMINISTRATION REPORT OF CIVIL WORKS

FOR THE YEAR

1897-98.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX A.

Statement showing the actual expenditure incurred on the preservation of buildings of Historical and Architectural interest from 1893-94 to 1897-98.

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Original Works.						
Azambhois Palace, Ahmedabad	...	...	2,254	2,287	...	Formerly used as District Jail: a portion of this is converted into a Post Office.
Restoring Gondeshwar's Temple at Sinnar ...	...	245	293	...	...	
Verandah to the servants' quarters in the compound of the Main Shahi Bag bungalow, Ahmedabad	...	...	218	...	...	Used as private residence by the Commissioner, N.D.
Increased accommodation in the Main Shahi Bag, Ahmedabad	...	...	761	...	...	
Total, Original Works ...	...	245	3,526	2,287	...	
Repairs.						
Repairs to Syed Oosman's Rozah, Ahmedabad.	...	...	758	...	...	
Repairs to the Rozah of Shahállam, near Ahmedabad	(a)2,231	...	(b) 985	...	(c) 1,484	(a) Contribution work, exclusive of Establishment ... ... 267 Tools and Plant. 33
Repairing Mallek Allam's Mosque near Sháhálam, in the Dáni Limda village boundary, Ahmedabad District ...	...	...	...	1,085	...	(b) Contribution work, exclusive of Establishment ... ... 118 Tools and Plant. 15
Repairs to Fateh Mosque, Ahmedabad ...	...	...	1,095	439	...	(c) Contribution work, exclusive of Establishment ... ... 178 Tools and Plant. 22
Repairs to Báwa Lolli's Mosque, Ahmedabad .	...	514	...	...	...	
Do. to Mohafiz Khán's Mosque, Ahmedabad	(d) 158	108	324	...	180	(d) Contribution work, exclusive of Establishment ... ... 36 Tools and Plant. 2
Azam Khán's Palace, Ahmedabad ...	236	313	281	87	82	Formerly used as District Jail.
Shahi Bag, do.	1,797	623	601	590	595	Used as private residence by the Commissioner, N.D.
Sidhi Syed's Mosque, do.	75	90	60	60	60	Used as record-room of Mamlatdár of Daskrohi.
Ibrahim Syed's Tomb and Mahomed Amikhán's Mosque and Rozah, Ahmedabad .	236	421	367	310	372	Used as residence and office of the Executive Engineer, Ahmedabad.
Repairs to Sultan Ahmed's Masjid in Bhadar, Ahmedabad	318	...	...	517	...	
Do. to Sidhi Basir's Mosque, near the Ahmedabad Railway Station ...	...	...	...	858	...	
Rapairs to Ráni's Mosque at Kocharap, near Ahmedabad	427	162	150	...	...	
Do. to the Rozah at Batwa	242	408	197	273	...	
Raising the partition wall to the Ráni Sipri's Mosque, to a height of 7 feet, Ahmedabad .	44	...	...	...	...	
Repairs to Ráni Sipri's Mosque, Ahmedabad .	87	33	123	185	257	
Do. to Abu Torrob's Rozah in Byrampur village boundary, Survey No. 99, near Ahmedabad	453	84	...	183	...	
Carried over ...	6,304	2,761	4,941	4,587	3,030	
	...	245	3,526	2,287	...	

APPENDIX A—*continued.*

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Brought forward ..	...	245	3,526	2,287	...	
	6,304	2,761	4,941	4,587	3,030	
Repairs to Mallek Sarang's Mosque and Tomb (Sarangpur) in the City of Ahmedabad	481	...	...	...	...	
Do. to Bibiji's Mosque at Rájpur-Hirpur Ahmedabad	931	472	447	...	...	
Do. to Mallek Shahaban's Tomb in Rokhial near Ahmedabad	385	419	...	...	...	
Do. to Mallek Sarang's Masjid and Ráni Bibi's Rozah at Sarangpur in the City of Ahmedabad	270	...	...	...	...	
Clearing Dada Hari's well at Ahmedabad ...	...	9	...	...	...	
Repairs to Mosque and Tomb of Achut Bibi at Kajipur, Register No. 19, near Ahmedabad	...	673	148	92	...	
Do. to Mosque and Tomb of Syed Oosman at Oosmanpur, Register No. 16 near Ahmedabad	...	753	8	...	...	
Clearing archæological works in and out of the City of Ahmedabad	...	...	211	223	236	
Repairs to Ráni's Mosque, Sarangpur, Ahmedabad	...	...	623	...	...	
Do. to Syed Ibrahim's Mosque outside the Astodia Gate, Ahmedabad ...	...	...	342	...	...	
Do. to Juman Masjid in the City of Ahmedabad	..	...	...	(e)2,324	(f)1,572	(e)Contribution work, exclusive of Establishment ... 279 Tools and Plant... 35
Do. to Khan Mosque at Dholka ...	...	...	125	...	...	(f)Contribution work, exclusive of Establishment ... 189 Tools and Plant... 24
Tomb of General Wedderburn, Broach ..	6	6	6	6	6	
Do. of Captain Simpee do. ...						
English, Dutch and Armenian Cemeteries at Surat	389	379	373	389	371	
Tomb of Captain Tudors at Kaliawadi in Jalalpur Táluka, Surat District ...	10	10	10	9	7	
Do. of Captain Caryat, near the village of Rajgiri, on the seashore of the Olpád Táluka	...	...	...	229	10	
Rozah at Mehmadabad ...	50	45	51	50	50	
Juma Masjid, Chámpáner ...	1,197	56	—217	60	254	
Nawaj do. do. ...	...	25	20	20	21	
Wandra do. do. ...	27	15	10	10	76	
Rozah in front of do. ...	23	10	10	10	42	
Do. near Patar Tank	45	36	17	20	7	
Gateway to Fort Chámpáner	...	...	20	20	21	
Nagina Masjid do. ...	31	15	10	11	63	
Razah in Front of do. ...	...	10	10	10	10	
Lila Masjid do. ...	...	...	...	10	10	
Shikundharsha's Rozah, Hálol	25	20	20	20	21	
Road near Patar Tank ...	...	...	...	...	4	
Current Repairs to Pier and Caves at Elephanta	1,608	1,541	1,545	1,531	1,542	
Do. to Buildings at Elephanta...						
Special Repairs to the Elephanta buildings and Pier	...	...	790	10	390	
Repairs to the temple at Ambarnáth, Thána District	...	...	...	46	24	
Do. to monument at Koregaon, Poona District	50	50	70	59	59	
Special Repairs to the Temples of Shiva and Doorga at Balsane, Khandesh District ..	...	...	...	...	...	
Carried over ...	11,832	7,305	9,590	9,746	7,826	
	...	245	3,526	2,287	...	

Kaira and Panch Mahals Districts.

APPENDIX A—*concluded.*

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Brought forward ...	...	245	3,526	2,287	...	
	11,832	7,305	9,590	9,746	7,826	
Current repairs to the old Mahomedan buildings at Bijápur	1,567	1,594	1,574	1,299	677	
Repairs to Gol Gumbaz at do. ...	2,499	3,067	—886	—318	...	
Current repairs to Dawal Yàkut Mahál at Bijápur	97	84	79	75	79	
Repairs to the Ibrahim Rozah at Bijápur ...	948	1,855	2,247	486	...	
Adawlat Mahál (Collector's residence) at Bijápur	218	220	274	203	202	
Anand Mahál (Assistant Collector's and Judge's residence) at Bijápur	268	259	267	238	232	
Arash Mahál (Civil Surgeon's residence) at Bijápur	146	144	155	128	127	
China Mahál (Police Superintendent's residence) at Bijápur	160	149	*331 154	*155 138	126	* Special repairs.
Portion of Two Sisters (Executive Engineer's residence and office) at Bijápur ...	130	129	142	102	222 *203	* Special repairs.
Granary (public offices) at do. ...	669	654	582	501	566	
Masjid near Gol Gumbaz (Travellers' Bungalow) at Bijápur	158	160	151	82 129	101 145	Do. Current repairs.
Edga (Head-quarters Police Lines) at Bijápur.	458	449	462	97 459	449	Special repairs.
Serai (District Jail) at do. ...	390	308	375	369	398	Current repairs.
Gagan Mahál Gateway (English Church) at Bijápur	59	57	60	48	60	
An old building in the Arkilla converted into Mámlatdárs Kacheri at Bijápur ...	100	100	90	100	99	
An old building outside the Arkilla converted into High School at Bijápur	205	150	137	134	148	
Part of the Granary Quadrangle converted into Agricultural Record-room, Bijápur ...	29	30	28	29	29	
Special repairs to the cornice of the Mosque attached to the Gol Gumbaz, Bijápur ...	...	...	201	...	...	
Special repairs to the Dome and Masjid of Shah Mawaz Khán at Bijápur	1,031	...	...	...	...	
Special repairs to the Asar Mahál, Bijapur ...	...	...	...	242	...	
Preserving the caves at Badámi, Bijápur District	24	24	24	22	22	
Special repairs to the caves at Badámi, Bijápur District	39	...	...	...	...	
Repairs to the Tomb of Shiwaji on Ráigad Fort, Kolába District	25	...	...	...	...	
Special repairs to the Mosque at Dabhol, Ratnágiri District	584	...	...	...	...	
Two Tombs at Hukeri, No. 1 used as a District Bungalow, and No. 2 used as office by Officer occupying the Tomb No. 1, Belgaum District	...	...	...	237	231	These tombs are repaired annually so as to make them fit for residences, but during the last two years special grants have been made for their external preservation.
New Adalat Wada at Sátára, used as District and Subordinate Judges' Court, Collector's Record-room, and District Forest Officer's Office	1,037	898	817	844	978	This work is still incomplete.
Old Palace, Sátára, used as High School ..	649	570	592	604	586	
Afzulkhan's Tomb at Pratapgad	...	...	...	18	...	
Pratapgad gate	...	5	†98	...	...	† Includes repairs to the tomb of Afzulkhan.
Jetappa Naikanna Chandranatheshwar Basti at Bhatkal	...	...	69	...	...	
Repairs to Miani Monument near Hyderabad .	52	28	49	43	49	
Do. to Daba Monument, Hyderabad ...	...	18	18	19	18	
Do. to Masjid at Khudadad	...	...	...	391	...	
Fixing colored tiles to the Tomb of Mían Yar Mahomed Kalhora at Khudadad ...	...	...	...	80	...	
Total Repairs ...	23,374	18,257	17,680	16,700	13,573	
Grand Total ...	23,374	18,562	21,206	18,987	13,573	

APPENDIX B.

Statement showing the outlay incurred on Police Buildings during the year 1897-98.

District.	Locality.	Name of Work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
Presidency ...	Bombay ...	Head-quarters Police Offices and Lines near the Arthur Crawford Markets.	...	3,05,746	7,051	Completed.
Do. ...	Do. ...	Additions and alterations to the pound keeper's quarters, at Girgaum.	...	131	62	Do.
Thána	Talasari ...	Police Lines	3	885	798	In progress.
Surat	Olpád ...	Do.	28	11,657	7,001	Do.
Do.	Wapi	Three additional quarters for the Police at Wápi in the Párdi Táluka.	8	1,760	1,760	Completed.
Panch Mahals .	Kankashia ...	Police Lines	7	3,145	200	In progress.
Do. ...	Godhra ...	Additions and alterations to the Police Superintendent's Bungalow.	...	531	100	Do.
Ahmedabad ...	Dhandhuka ...	Police Lines	45	14,261	1,340	Completed.
Do. ...	Pálanpur ...	Mounted Police Lines	45	20,162	9,995	In progress.
Do. ..	Dholka ...	Additions to the Chief Constable's Office.	...	205	203	Completed.
Do. ...	Ahmedabad ...	Latrine accommodation for 3 seats for the Police located in the Gáekwár's Haveli.	...	205	204	Do.
Do. ...	Do. ...	Improved model latrine for servants of the Police Superintendent's Bungalow.	...	185	149	In progress.
Do. ...	Do. ...	Latrine for Foot Police	...	2,331	2,291	Do.
Mahi Kántha.	Santhal ...	Thánadár's quarters	2	3,260	1,969	Completed.
Agency ...	Tájpuri ...	Police Lines	4	1,366	1,101	In progress.
Násik	Peint	Do.	18	14,890	3,599	Do.
Do. ...	Sinnar ...	Police Lines (quarters for Treasury Guard only).	30	10,732	54	Two blocks for Treasury-Guard completed.
Do. ...	Násik	Providing two water cisterns at the back of latrines attached to the Head-quarters Police Lines.	...	60	56	Completed.
Khándesh ...	Pachora ...	Providing corrugated sheet walling for the latrines of the Police Lines.	...	88	71	Do.
Do. ...	Mehunbara ...	Constructing Police Lines	...	1,622	604	In progress.
Do. ...	Dhulia ...	Making additions and alterations to the English Record Room of the Police Sowár's Lines.	...	72	68	Completed.
Ahmednagar ...	Ahmednagar...	Making certain additions in the City Police Lines.	...	56	56	Do.
Do. ...	Akola... ...	Providing a post and wire-fencing to the yard of the Police Lines.	...	138	138	Do.
Do. ...	Párner ...	Paving the Chief Constable's Office ...	...	90	84	Do.
Do. ...	Ahmednagar...	Alterations to the drain in the City Police Lines.	...	130	130	Do.
Poona	Poona... ...	Lines for City Police	272	78,174	1,326	In progress.
Do.	Do.	Additions and alterations to the Official Residence of the District Superintendent of Police.	No increased accommodation.	6,035	1,773	Do.
Do.	Do.	Fixing iron-barred ventilators to stables, Shanwár Wáda.		76	75	Completed.
Do.	Do.	Providing windows to Police Lines and School in Shanwár Wáda.		312	301	Do.
Do.	Do.	Improvements to the Police Lines, 1st Quadrangle, Shanwar Wáda.		84	82	Do.
Do.	Do.	Additions and alterations to Police Chowki, Bolai.		244	202	Do. This outlay includes Rs. 81 from contribution.
Do.	Do.	Sanitary Improvements to Bolai quarters for Police and fire-engine shed.		152	155	Completed.
Do.	Do.	Additions and alterations to the Police Lines and School, Shanwár Wáda.		877	801	Do.
Do.	Do.	Construction of latrines for the use of the Police in Shanwár Wáda.		1,349	1,349	Do.
Do.	Do.	Constructing 2 bathing platforms for women, Police Lines, Shanwár Wáda.		250	231	Do.
Do.	Do.	Improvements (Sanitary) to Police Lines, Shanwár Wáda Stables.		455	452	Do.
Do.	Do.	Constructing Police Chowki near Lakadi-pool.		973	390	In progress.
Sholápur ...	Sholápur ...	Head-quarter Police Lines	140	43,991	6,626	Do.
Dhárwár ..	Ránebenur ...	Police Lines	24	8,176	1,474	Do.
Kánara ...	Bhatkal ...	Providing ventilating tiles to the Police Lines.	...	58	55	Completed.
Ratnágiri and Kolába.	Dápoli ...	New Chief Constable's Office	...	2,208	259	In progress.
Sátára	Sátára ...	Providing latrines of 7 seats in the Armed Police Lines.	...	286	280	Completed.
Do.	Do.	Additions and alterations in the Fouzdár's Kácheri.	...	75	81	Do.
		Carried over ...	626	5,37,483	54,996	

APPENDIX B—*concluded.*

District.	Locality.	Name of Work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
		Brought forward ...	626	5,37,483	54,996	
Sátára ...	Shiralla ...	Police Lines	23	8,082	1,854	In progress.
Bijápur ...	Muddebihál ...	Improving drainage of the Police Lines.	...	101	102	Completed.
Do.	Nidgundi ...	Do. do. ...	...	46	46	Do.
Karáchi Canals.	Karáchi ...	Improving (tailors' work-room with out-houses, guard and store-room) Rural Police Lines.	10	229	227	Do.
Do. ...	Do.	Do. Ramswamy Police Guard-room.	4	214	221	Do.
Do. ...	Do.	Additions and alterations to the old Town Police Inspector's Office, to adapt it as City Deputy Collector's Office.	...	221	215	Do.
Do. ...	Bahadipur ...	Police, Thána	4	261	239	Do.
Do. ...	Karáchi ...	Temporary sheds in place of condemned Police Lines in Sadar Bazár.	22	3,089	3,089	Do.
Shikárpur Canal.	Sukkur ...	Re-roofing one of the rooms of the Town Police Lines.	...	30	30	Do.
Do. ...	Shikárpur ...	Alterations to the old Fouzdári	...	108	108	Do.
Do. ...	Gohtki ...	Providing doors and windows to the Chief Constable's Quarters.	...	45	44	Do.
Do. ...	Sukkur ...	Constructing a screen wall in front of family-quarters in the City Police Lines.	...	45	42	Do.
Do. ...	Shikárpur ...	Providing a new window in the District Superintendent's Bungalow.	...	60	60	Do.
Ghár Canals ...	Warah ...	Providing 6 doors in the Sepoy's room in the Guard Police Lines.	...	42	42	Do.
Do. ...	Do.	Renewing the roof of Police Lines ...	...	900	778	Do.
Eastern Nára...	Sanghar ...	Additions to armed Police Lines ...	7	1,257	1,198	Do.
Do. ...	Khipra ...	Providing shades to stables	...	145	120	Do.
Northern Hyderabad Canal District.	Sháhpur ...	Police Lines with subsidiary buildings ...	10	6,518	2,253	Do.
Central Hyderabad Canal District.	Hyderabad ...	Renewing roof of Market Police ...	9	944	182	Do.
Fuleli Canals ...	Hatri	Police Lines	5	2,456	1,199	In progress.
		Total ...	720	5,62,276	67,048	

APPENDIX C.

STATEMENT SHOWING THE EXPENDITURE INCURRED ON WORKS ESTABLISHMENTS IN THE UNDERMENTIONED DISTRICTS DURING THE YEAR 1897-98, AND THE PERCENTAGE IT BEARS TO THE OUTLAY ON WORKS AND REPAIRS PROPER.

No.	Divisions and Districts.	Outlay on						Total Contract and Departmental, Columns 5 and 8.	Cost of Work Establishment sanctioned by			Percentage (Column 12 bears to Column 9).
		By Contract.			By Departmental Agency.							
		Original Works including additions and alterations and improvements and extensions	Repairs.	Total.	Original Works including additions and alterations and improvements and extensions.	Repairs.	Total.		Chief or Superintending Engineer.	Executive Engineer.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
	Northern Division.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	Presidency	1,28,030	51,350	1,79,380	6,227	68,352	74,579	2,53,959	10,203	8,243	18,446	7·83
					Deduct—Establishment Charges ...			18,446				
								2,35,513				
2	Thána	4,571	...	4,571	97,779	1,07,527	2,05,306	2,09,877	2,926	9,159	12,085	5·75
3	Surat and Broach ...	2,18,237	...	2,18,237	2,19,985	99,223	3,19,208	5,37,445	6,697	8,913	15,610	2·90
4	Kaira and Panch Mahals	...	...	...	35,048	72,312	1,07,360	1,07,360	2,273	6,941	9,214	8·58
5	Ahmedabad	...	...	...	1,08,550	1,34,949	2,43,499	2,43,499	2,762	10,068	12,830	5·27
	Total, N. D. ...	3,50,838	51,350	4,02,188	4,67,589	4,82,363	9,49,952	13,52,140	24,861	43,324	68,185	5·04
					Deduct—Establishment Charges ...			18,446				
								13,33,694				
	Central Division.											
6	Násik...	23,292	...	23,292	1,86,799	2,25,585	4,12,384	4,35,676	5,094	28,551	33,645	7·72
7	Ahmednagar... ...	28,478	23,912	52,390	7,69,754	4,35,980	12,05,734	12,58,124	6,443	50,834	57,277	4·55
8	Sholápur	5,560	5,572	11,132	11,49,317	48,104	11,97,421	12,08,553	20,311	50,746	71,057	5·88
9	Poona District ...	34,453	10,086	44,539	2,47,854	1,76,537	4,24,391	4,68,930	12,025	19,466	31,491	6·72
10	Khándesh	17,143	...	17,143	1,58,854	1,53,364	3,12,218	3,29,361	10,657	18,708	29,365	9·00
	Total, C. D. ...	1,08,926	39,570	1,48,496	25,12,578	10,39,570	35,52,148	37,00,644	54,530	1,68,305	2,22,835	6·02
	Southern Division.											
11	Belgaum	4,865	21,085	25,950	2,66,665	1,17,696	3,84,361	4,10,311	5,351	23,754	29,105	7·09
12	Dhárwar	...	...	...	1,70,891	1,48,464	3,19,355	3,19,355	4,207	17,673	21,880	6·85
13	Kánara	18,350	...	18,350	10,309	1,14,169	1,24,478	1,42,828	4,490	6,722	11,212	7·85
14	Bijápur	...	...	...	15,82,921	37,325	16,20,246	16,20,246	4,428	43,271	47,699	2·94
15	Ratnágiri and Kolába.	...	...	...	40,249	1,43,375	1,83,624	1,83,624	4,011	13,358	17,369	9·46
16	Sátára	5,930	...	5,930	59,346	1,55,553	2,14,899	2,20,829	5,034	23,387	28,421	12·87
	Total, S. D. ...	29,145	21,085	50,230	21,30,381	7,16,582	28,46,963	28,97,193	27,521	1,28,165	1,55,686	5·37
	Indus Left Bank Division.											
17	Eastern Nára ...	...	...	...	...	...	...	...	...	...	...	...
18	Fuleli Canals ...	181	...	181	...	...	...	181	...	3	3	1·66
19	Northern Hyderabad Canals	...	...	...	...	...	...	...	...	...	...	...
20	Central Hyderabad Canals	1,481	...	1,481	1,012	20,155	21,167	22,648	112	1,583	1,695	7·49
	Total, Indus Left Bank Division ...	1,662	...	1,662	1,012	20,155	21,167	22,829	112	1,586	1,698	7·43
	Indus Right Bank Division.											
21	Karáchi Canals ...	19,850	20,653	40,503	...	...	...	40,503	...	1,606	1,606	3·9
22	Ghár Canals	...	...	...	...	...	...	...	...	...	...	...
23	Begári Canals ...	...	...	...	...	...	...	...	...	...	...	...
24	Shikárpur Canals ...	32,517	14,345	46,862	...	...	...	46,862	...	113	113	0·2
25	Western Nára ...	...	...	...	...	...	...	...	...	...	...	...
	Total, Indus Right Bank Division ...	52,367	34,998	87,365	...	...	...	87,365	...	1,719	1,719	2·0
	Grand Total ...	5,42,938	1,47,003	6,89,941	51,11,560	22,58,670	73,70,230	80,60,171	1,07,024	3,43,099	4,50,123	5·60
					Deduct—Establishment charges ...			18,446				
								80,41,725				

APPENDIX D.

STATEMENT

OF

IMPERIAL, PROVINCIAL AND LOCAL FUND ROADS

FOR THE YEAR

1897-98.

Statement showing Extensions and Improvements to IMPERIAL AND PROVINCIAL ROADS in the Bombay Presidency for the year 1897-98.

Imperial Military. II.—Unmetalled Roads. B.—Partially Bridged and Drained.

Executive Districts.	Classification and names of Roads.	Length in Miles.						Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.		In progress.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	CENTRAL DIVISION.									
	General Cantonment Works.									
Poona	Cantonment roads at Sirur	7	0	.....		7	0	Not known...	540	
	Do. at Khandála	4	2,640	.....		4	2,640	Do. ...	273	
	Do. at Purandhar	12	297	.....		12	297	Do. ...	990	
	Total, Poona District ...	23	2,937	.....		23	2,937	.....	...	
	Total, Central Division ...	23	2,937	.....		23	2,937	.....	...	
	GRAND TOTAL, IMPERIAL MILITARY ROADS II.—UNMETALLED	23	2,937	.....		23	2,937	.....	...	

Provincial. I.—Metalled Roads. A.—Bridged and Drained throughout.

	SOUTHERN DIVISION.									
Dhárwár ...	Hulkoti Railway Station Road	0	3,300	.....		0	3,300	4,502	70	
	Total, Dhárwár District ...	0	3,330	.....		0	3,330	.....	...	
	Total, Southern Division ...	0	3,330	.....		0	3,330	.....	...	

	CENTRAL DIVISION.						
Násik	Bombay-Agra Road	25 2,640	.....	25 2,640	Not known...	...	
	Total, Násik District ...	25 2,640	.....	25 2,640	.....	...	
	Total, Central Division ...	25 2,640	.....	25 2,640	.....	...	
	TOTAL, I.—A.—BRIDGED AND DRAINED THROUGHOUT...	26 690	.....	26 690	.....	...	

I.—Unmetalled Roads. B.—Partially Bridged and Drained.

	NORTHERN DIVISION.						
Kaira and Panch Mahals.	Road from Godhra to Shera	14 0	.....	14 0	5,959	931	Metal rolled and spread for 11 miles.
	Total, Kaira and Panch Mahals District ...	14 0	.....	14 0	.....	...	
	Total, Northern Division ...	14 0	.....	14 0	.....	...	
	TOTAL, I (B).—PARTIALLY BRIDGED AND DRAINED	14 0	.....	14 0	.....	...	

II.—Unmetalled Roads. B.—Partially Bridged and Drained.

	SOUTHERN DIVISION.						
Dhárwár ...	Gokák-Nargund Road	.....	5 1,560	5 1,560	.....	...	The road was undertaken as a Famine relief work and has since been stopped.
	Total, Dhárwár District ...	.....	5 1,560	5 1,560	.....	...	
	Total, Southern Division ...	.....	5 1,560	5 1,560	.....	...	
	Carried over ...	40 690	5 1,560	45 2,250	.....	...	
	Carried over Totals of I-A and I-B ...	40 690	.....	40 690	.....	...	

PROVINCIAL ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially Bridged and Drained—continued.

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	40	690	.....		40	690	.....	...	
		40	690	5	1,560	45	2,250	.....	...	
	CENTRAL DIVISION.									
Khándesh ...	Dhulia-Surat Road from Dhulia to Sákri and on to Pakhri including the Kondaibari Ghát Road.	54	0	.....		54	0	6,994	11,528	
	Total, Khándesh District ...	54	0	.....		54	0	.....	...	
	Total, Central Division ...	54	0	.....		54	0	.....	...	
	TOTAL, II (B) PARTIALLY BRIDGED AND DRAINED	54	0	5	1,560	59	1,560	.....	...	
	III.—Roads, Banked and Surfaced with "Muram" or similar material, but not Drained.									
	CENTRAL DIVISION.									
Khándesh ...	Neri-Ajanta Road (Portion in British Territory).	17	0	.....		17	0	4,434	...	
	Total, Khándesh District ...	17	0	.....		17	0	.....	...	
	Total, Central Division ...	17	0	.....		17	0	.....	...	
	Total III, Roads, Banked and Surfacted, &c....	17	0	.....		17	0	.....	...	
	GRAND TOTAL, PROVINCIAL ROAD ...	111	690	5	1,560	116	2,250	.....	...	
	TOTAL OF I-A, I-B, II-B & III ...	111	690	5	1,560	116	2,250	.....	...	

ABSTRACT OF PROVINCIAL ROADS.

	I.—METALLED ROADS.				II.—UNMETALLED ROADS.				III.—ROADS.		IV.—ROADS.		V.—ROADS.		VI.—ROADS.	
	A.—BRIDGED AND DRAINED THROUGHOUT.		B.—PARTIALLY BRIDGED AND DRAINED.		A.—BRIDGED AND DRAINED THROUGHOUT.		B.—PARTIALLY BRIDGED AND DRAINED.		BANKED AND SURFACED WITH MURAM OR SIMILAR MATERIAL, BUT NOT BRIDGED.		BANKED, BUT NOT SURFACED PARTIALLY BRIDGED AND DRAINED.		CLEARED PARTIALLY, BRIDGED AND DRAINED.		CLEARED ONLY.	
	Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.		Length in miles.	
	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.	Completed.	In progress.
	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.
Northern Division	.....	.....	14 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Division	0 3,330	.....	.....	.....	.....	.....	.....	5 1,560	.....	.....	.....	.....	.....	.....	.....	.....
Central Division	25 2,040	.....	.....	.....	.....	.....	54 0	.....	17 0	.....	.....	.....	.....	.....	.....	.....
Aden	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indus Right Bank Division .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indus Left Bank Division ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	26 690	.....	14 0	.....	.....	.....	54 0	5 1,560	17 0	.....	.....	.....	.....	.....	.....	.....

	LENGTH IN MILES.					
	Completed.		In progress.		Total.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.
Imperial Military Roads	23	2,937	.....		23	2,937
Imperial Civil Roads	.....		.....		.....	
Provincial Roads I-A, I-B, II-B & III ...	111	690	5	1,560	116	2,250

Statement showing Extensions and Improvements to ***LOCAL FUND ROADS*** *maintained by the Public Works Department in the Bombay Presidency for the year 1897-98.*

I.—Metalled Roads. A.—Bridged and drained throughout.

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Northern Division.	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Surat District.						
Surat and Broach.	Road from Olpád to Sahol	.....	9 650	9 650	.....	...	In progress.
	Total, Surat District ...	.....	9 650	9 650	.....	...	
	Broach District.						
	Road from Anklesvar to Hánsot	13 2,640	.....	13 2,640	16,135	4,988	
	Road from Anklesvar to Borebhata ...	3 0	.....	3 0	13,093	1,157	
	Road from Broach to Dehegám	2 0	.....	2 0	5,035	...	
	Road from Broach to Jambusar	29 0	.....	29 0	26,223	8,430	The first mile is in charge of the Broach Municipality and is maintained by them. The next 12 miles of the road are metalled. The rest of the road is raised and bridged but not metalled and is in bad condition.
	Total, Broach District ...	47 2,640	.....	47 2,640	.....	...	
	Total, Surat and Broach Districts ...	47 2,640	9 650	56 3,290	.....	...	
Thána	Bridge at Kalva	0 20	.....	0 20	Unknown ...	404	
	Road from Sopara to Nila	0 340	.....	0 340	5,370	532	
	Total, Thána District ...	0 360	.....	0 360	.....	...	
	Total, Northern Division ...	47 3,000	9 650	56 3,650	.....	...	
	Total, I.—Metalled Roads, A.—Bridged and Drained throughout	47 3,000	9 650	56 3,650	.....	...	

I.—Metalled Roads. B.—Partially Bridged and Drained.

	NORTHERN DIVISION.									
Thána	Road from Kurla to Koli Kalyán	0	600	.....		0	600	Unknown ...	274	
	Total, Thána District ...	0	600	.....		0	600	.....	...	
	Total, Northern Division ...	0	600	.....		0	600	.....	...	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Gokák Mills to Gokák town 2nd Section	.....		2	660	2	660	*16,020	...	* Estimated cost. Was started as a Famine test work. Since closed.
	Total, Belgaum District ...	.....		2	660	2	660	.....	...	
	Total, Southern Division ...	.....		2	660	2	660	.....	...	
	TOTAL, I-B.—PARTIALLY BRIDGED AND DRAINED.	0	600	2	660	2	1,260	.....	...	

II.—Unmetalled Roads. A.—Bridged and Drained throughout.

	NORTHERN DIVISION.									
	Road from Jafferalli Gate to Pársi Tower of Silence	1	1,320	.....		1	1,320	5,472	...	
	Total, Surat District ...	1	1,320	.....		1	1,320	.....	...	
	Carried over ...	48	4,920	11	1,310	60	950	.....	...	
	Carried over total of IA and IB ...	47	3,600	11	1,310	58	4,910	.....	...	

II.—Unmetalled Roads. B.—Bridged and Drained throughout—continued.

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	47 3,600	11 1,310	58 4,910	.....	...	
		48 4,920	11 1,310	60 950	.....	...	
	NORTHERN DIVISION—*continued.*						
	Broach District.						
Surat and Broach.	Road from Broach to Zadesur	2 2,640	.....	2 2,640	4,416	...	
	Road from Dehegam to Kukerwáda ...	1 1,242	.....	1 1,242	5,817	...	
	Total, Broach District	3 3,882	.....	3 3,882	.....	...	
	Total, Surat and Broach Districts ...	4 5,202	.....	4 5,202	.....	...	
	Total, Northern Division ...	4 5,202	.....	4 5,202	.....	...	
	TOTAL, II (A) BRIDGED AND DRAINED THROUGHOUT.	4 5,202	.....	4 5,202	.....	...	

II.—Unmetalled Roads. B.—Partially Bridged and Drained.

	SOUTHERN DIVISION.						
Belgaum ...	Road from Shedbal to Athni	.....	10 0	10 0	2,646	...	Opened as Famine Relief Works. Now closed.
	Road from Honvad to Athni	.....	17 0	17 0	2,736	...	
	Road from Kudchi to Terdal	.....	.....	.....	6,089	...	
	Total, Belgaum District ...	.....	27 0	27 0	.....	...	

Dhárwár ...	Road from Naregal to Kotumachgi ...	2	2,640	0	4,290	3	1,650	40	...	Special repairs including construction of 5 drains were undertaken as a famine work. The work was in progress at the end of the year. The outlay during 1897-98 was Rs. 3,731.
	Road from Naregal to Gajendragad ...	.....		1	0	1	0	.....	...	Under construction.
	Road from Ron to Gajendragad	.....		16	3,168	16	3,168	.....	...	
	Total, Dhárwár District ...	2	2,640	18	2,178	20	4,818	.....	...	
	Total, Southern Division ...	2	2,640	45	2,178	47	4,818	.....	...	
	CENTRAL DIVISION.									
Poona	Bárámati-Nira Station road	.....		25	0	25	0	.....	...	Under construction. Expenditure Rs. 81,013 on masonry drains and road dams with necessary embankments and cutting. Earthwork by famine labour. During the year Rs. 54,677.
	Total, Poona District ...	.....		25	0	25	0	.....	...	
Khándesh ...	Road from Amalner to Chopda—Section from Amalner to Tápti ...	12	0	.....		12	0	4,577	...	Under construction.
	Road from Tápti river (Mingaon to Chopda) ...	8	0	.....		8	0	.....	...	
	Total, Khándesh District ...	20	0	.....		20	0	.....	...	
	Total, Central Division ...	20	0	25	0	45	0	.....	...	
	TOTAL, II (B)—PARTIALLY BRIDGED AND DRAINED.	22	2,640	70	2,178	92	4,818	.....	...	
	Carried over ...	75	882	81	3,488	156	4,370	.....	...	
	Carried over totals of IA, IB, IIA and IIB ...	75	882	81	3,488	156	4,370	.....	...	

LOCAL FUND ROADS—*continued.*

III.—Roads banked and surfaced with "Muram" or similar material, but not drained.

Executive Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	75 882	81 3,488	156 4,370	.....	...	
		75 882	81 3,488	156 4,370	.....	...	
	CENTRAL DIVISION.						
Poona	Road from Aundh to Shelárwádi	11 0	.....	11 0	Unknown ...	1,327	For three years.
	Total, Poona District ...	11 0	.....	11 0	.....	...	
	Total, Central Division ...	11 0	.....	11 0	.....	...	
	TOTAL, III—ROADS, BANKED AND SURFACED, &C....	11 0	.....	11 0	.....	...	

IV.—Roads, banked, but not surfaced, partially bridged and drained.

	NORTHERN DIVISION.						
Ahmedabad ...	Road from Ahmedabad to Dholka road to village of Salujpur-Gopalpur	.....	0 1,500	0 1,500	11,718	...	In progress.
	Total, Ahmedabad ...	.....	0 1,500	0 1,500	.....	...	
	Total, Northern Division ...	.....	0 1,500	0 1,500	.....	...	

IV.—Roads, banked, but not surfaced, partially bridged and drained.

	SOUTHERN DIVISION.							
Kánara	Road from Sadáshivgad to Kadra	19	0	.....	19	0	Unknown ... 533	This road was transferrd to P. W. D. in 1897-98.
	Total, Kánara District ...	19	0	.....	19	0	....	
	Total, Southern Division ...	19	0	.....	19	0	....	
	Total IV.—Roads, banked, but not surfaced, partially bridged and drained	19	0	0 1,500	19	1,500	....	

V.—Roads, cleared, partially bridged and drained.

	SOUTHERN DIVISION.							
Bijápur ...	Road from Sindgi to Indi, *vid* Almel, 31¾ miles	.....		31 3,960	31	3,960	....	Collection of metal and earthwork were done along the whole road by famine labour. Improvements also were done as an ordinary work.
	Road from Hungund to Nandwadgi ...	.....		15 0	15	0	....	Earthwork and collection of metal and muram, and spreading muram was done by famine labour.
	Road from Huvin-Hippargi to Telgi, *vid* Bágevádi.	.....		19 2,640	19	2,640	....	Collection of metal and muram, earthwork and spreading was done by famine labour.
	Improving Indi-Shirdhon Road, 26 ½ miles ...	.....		26 1,760	26	1,760	....	Collection of metal and muram, earthwork and spreading was done by famine labour.
	Telgi-Kolhar Road	.....		10 0	10	0	....	Collection of muram and earthwork were done by famine labour.
	Devar-Hippargi-Talikot Road	.....		30 3,960	30	3,960	....	Collection of metal and sand and earthwork was done by famine labour.
	Huvin-Hippargi to Talikot Road	.....		17 3,030	17	3,030	....	Collection of metal, muram and sand and earthwork was done by famine labour.
	Carried over ...	.....		150 4,790	150	4,790	....	
		105	882	81 4,988	187	950	....	
	Carried over Totals of I-A, I-B, II-A, II-B, III and IV	105	882	81 4,988	187	590	....	

LOCAL FUND ROADS—*continued.*

V.—Roads, cleared, partially bridged and drained—continued.

Executive Districts.	Classification and Names of Roads.	Length in Miles.			Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.	In progress.	Total.			
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		105 882	81 4,988	187 590	.....	...	
	Brought forward ...	105 882	81 4,988	187 590	.....	...	
		.....	150 4,790	150 4,790	.....	...	
	Southern Division—*continued.*						
Bijápur ...	Road from Bádámi to Mudkavi	.....	23 86	23 86	.....	...	Collecting and spreading muram, earth-work, &c., was done by famine labour.
	Road from Muddebihál to Nalatwad ...	.....	12 0	12 0	.....	...	Collection of metal and muram, and earth-work was done by famine labour.
	Road from Muddebihál to Talikot	.....	15 0	15 0	... ..	...	Collecting and spreading metal and muram, and earthwork was done by famine labour.
	Sholápur-Bellary Road, Section IV from Muddebihál to the Krishna River	.....	9 2,640	9 2,640	.....	...	Collecting metal and earth-work was done by famine labour.
	Total, Bijápur District ...	.....	210 2,236	210 2,236	.....	...	
	Total, Southern Division ...	.....	210 2,236	210 2,236	.....	...	
	Total V.—Roads, cleared, partially bridged and drained	.....	210 2,236	210 2,236	.....	...	
	Grand Total for Local Roads ...	105 882	292 1,944	397 2,826	.....	...	
	TOTALS OF I-A, I-B, II-A, II-B, III, IV AND V	105 882	292 1,944	397 2,826	.....	...	

ABSTRACT OF LOCAL FUND ROADS IN CHARGE OF THE PUELIC WORKS DEPARTMENT.

Classification and Names of Roads.	Length in miles.				Total.
	Completed.		In progress.		
	A.—Bridged and drained throughout.	B.—Partially bridged and drained.	A.—Bridged and drained throughout.	B.—Partially bridged and drained.	
	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.
I.—*Metalled Roads.*					
Northern Division	47 3,000	0 600	9 650	...	56 4,250
Southern do.	...	.....	...	2 660	2 660
Central do.	...	.....	...	...	.....
Aden do.	...	.....	...	...	.....
Indus Right Bank Division ...	...	.....	...	...	.....
Indus Left Bank do. ...	...	.....	...	...	.....
Total ...	47 3,000	0 600	9 650	2 660	58 4,910
II.—*Unmetalled Roads.*					
Northern Division	4 5,202	.....	...	...	4 5,202
Southern do.	...	2 2,640	...	45 2,178	47 4,818
Central do.	...	20 0	...	25 0	45 0
Aden do.	...	.....	...	...	.....
Indus Right Bank Division ...	...	.....	...	...	.....
Indus Left Bank do. ...	...	.....	...	...	.....
Total ...	4 5,202	22 2,640	...	70 2,178	97 4,740
Total, A and B ...	75	882	81	3,488	156 4,370
	Completed.		In progress.		
III.—*Roads, banked and surfaced with muram or similar material but not bridged.*	Ms. ft.		Ms. ft.		
Northern Division	.....		.....		.....
Southern do.	.....		.....		.....
Central do.	11 0		.....		11 0
Aden do.	.....		.....		.....
Indus Right Bank Division ...	.....		.....		.....
Indus Left Bank do. ...	.....		.....		.....
Total ...	11 0		.....		11 0
IV.—*Roads, banked, but not surfaced, partially bridged and drained.*					
Northern Division	.....		0 1,500		0 1,500
Southern do.	19 0		.....		19 0
Central do.	.....		.....		.....
Aden do.	.....		.....		.....
Indus Right Bank Division ...	.....		.....		.....
Indus Left Bank do. ...	.....		.....		.....
Total ...	19 0		.....		19 0
Carried over Totals, I, II, III and IV	105 882		81 4,988		187 590

Classification and Names of Roads.	Length in miles.				Total.	
	Completed.		In progress.			
	Ms.	ft.	Ms.	ft.	Ms.	ft.
Carried over ...	105	882	81	4,988	187	590
V.—*Roads, cleared, partially bridged and drained.*						
Northern Division	.....		.....		.....	
Southern do.	.....		210	2,236	210	2,236
Central do.	.....		.....		.....	
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	105	882	292	1,944	397	2,826
VI.—*Roads, cleared only.*						
Northern Division	.....		.....		.....	
Southern do.	.....		.....		.....	
Central do.	.....		.....		.....	
Aden do.	.....		.....		.....	
Indus Right Bank Division ...	.....		.....		.....	
Indus Left Bank do. ...	.....		.....		.....	
Total ...	105	882	292	1,944	397	2,826
Grand Total of I, II, III, IV, V and VI	105	882	292	1,944	397	2,826

Note.—The Local Fund Roads in Sind are all in the charge of Civil Officers, not the Public Works Department.

APPENDIX E.

TO THE ADMINISTRATION REPORT OF CIVIL WORKS FOR THE YEAR 1897-98.

Statement showing the Progress made in the Demarcation of roads under Public Works Agency during the year 1897-98.

Imperial Military. II.—Unmetalled Roads. B.—Partially Bridged and Drained.

Executive Districts.	Names of Roads.	Length of Road.	Number of Miles of Roads demarcated.			Number of Miles of Roads to be demarcated.	Remarks.
			Up to 31st March 1897.	In 1897-98.	Total.		
	Central Division.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
Poona District.	Road leading from Sásvad to foot of the Purandhar Hill	5 4,435	5 3,960	.....	5 3,960	0 475	
	General Cantonment Works.						
	Cantonment Roads at Sirúr ...	7 0	.....	.....	.....	7 0	
	Do. at Khandála ...	4 2,640	.....	.....	.....	4 2,640	
	Do. at Purandhar ...	12 297	.....	.....	.....	12 297	
	Total, Poona District ...	29 2,092	5 3,960	.....	5 3,960	23 3,412	
	Total, Central Division ...	29 2,092	5 3,960	.....	5 3,960	23 3,412	
	Total, II B—Unmetalled Imperial Military Roads	29 2,092	5 3,960	.....	5 3,960	23 3,412	

Imperial Civil. I.—Metalled Roads. A.—Bridged and Drained throughout.

	Northern Division.						
Surat & Broach.	Road from Dongri Railway Station to Dhárásna Salt Pans	3 0	3 0	.....	3 0	.....	
	Total, Surat and Broach District...	3 0	3 0	.....	3 0	.....	
Thána ...	Road from Umele to Pápdi ...	1 3,425	1 0	.....	1 0	0 3,425	
	Total, Thána District ...	1 3,425	1 0	.....	1 0	0 3,425	
	Total, Northern Division ...	4 3,425	4 0	.....	4 0	0 3,425	
	Total of I A.—Metalled Imperial Civil Roads	4 3,425	4 0	.....	4 0	0 3,425	

	NORTHERN DIVISION.										
Ahmedabad	Extra Municipal Roads, Ahmedabad..	4	2,090	4	2,090	.....		4	2,090	.....	
	Road from foot of overbridge approaches near the Kálupur Gate to junction with road to Camp Ahmedabad	1	3,000	1	3,000	.....		1	3,000	.....	
	Road from Modása to Bibipura ...	18	0	18	0	.....		18	0	.....	
	Road from Dhansura to Harsol ...	13	0	13	0	.....		13	0	.....	
	Road from Harsol to Talod Railway Station	5	2,397	.....		.....		.....		5	2,397
	Total, Ahmedabad District ...	42	2,207	36	5,090	.....		36	5,090	5	2,397
Surat and Broach.	Road from Billimora to Chikhli in Gáikwár's Territory	3	2,640	3	2,640	.....		3	2,640	.....	
	Total, Surat and Broach District ...	3	2,640	3	2,640	.....		3	2,640	.....	
Kaira and Panch Mahals.	Road from Kapadvanj to Bibipura, including a branch to Ladvel ...	33	0	33	0	.....		33	0	.....	
	Limkheda and Jhálod Road (Provincial portion)	11	0	9	2,640	1	2,640	11	0	.....	
	Total, Kaira and Panch Mahals ...	44	0	42	2,640	1	2,640	44	0	.....	
Thána ...	Road from Ulwa to Campuli ...	13	2,640	11	1,320	.....		11	1,320	2	1,320
	Road from Dharamtar to Campuli...	3	2,640	3	2,640	.....		3	2,640	.....	
	Road from Thána to Panvel ...	10	2,640	.....		.....		.....		10	2,640
	Esplanade Roads, Thána ...	1	4,637	.....		.....		.....		1	4,637
	Total, Thána District ...	29	1,997	14	3,960	.....		14	3,960	14	3,317
	TOTAL, NORTHERN DIVISION ...	119	1,564	97	3,770	1	2,640	99	1,130	20	434
	Carried over ...	119	1,564	97	3,770	1	2,640	99	1,130	20	434

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

PROVINCIAL ROADS—*continued.*

I.—Metalled Roads. ***A.—Bridged and Drained throughout*—continued.**

Executive Districts.	Names of Roads.	Length of Road.		Number of Miles of Roads demarcated.						Number of Miles of Roadg to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	119	1,564	97	3,770	1	2,640	99	1,130	20	434	
	CENTRAL DIVISION.											
Poona District	Road from Dapuri to the foot of the Bhor Ghát (Poona-Bombay Road)...	42	0	42	0	.....		42	0	.....		Demarcated by boundary and furlong stones.
	Approach road to Deccan Central Jail, Yerrowda	1	1,320	1	1,320	.....		1	1,320	.....		Do. do.
	Road from Poona to Shirval (new Sátára Road)	26	2,112	26	1,320	.....		26	1,320	0	792	Do. do.
	Roads within Suburban Municipality.	12	4,477	12	4,477	.....		12	4,477	.....		
	Roads within City Municipality ...	1	1,080	1	1,080	.....		1	1,080	.....		Do. do.
	Roads not included within the Cantonment or Municipal areas ...	10	113	10	113	.....		10	113	.....		
	Total, Poona District ...	93	3,822	93	3,030	.....		93	3,030	0	792	
Sholápur ...	Bársi-Yedshi Road	20	0	18	0	.....		18	0	*2	0	This length lies within the Bársi Municipal limits. Other portion has been demarcated with stones.
	Cantonment roads at Sholápur ...	4	2,640	4	2,640	.....		4	2,640	.....		Demarcated with stones.
	Total, Sholápur District ...	24	2,640	22	2,640	.....		22	2,640	2	0	
Násik ...	Málegaon-Manmád Road ...	21	0	21	0	.....		21	0	.....		Completed.
	Bombay-Agra Road	111	2,640	40	2,640	16	0	56	2,640	55	0	The partition of the road transferred from Khándesh to Násik District was not included in the previous statement.
	Nándgaon-Aurangabad Road ...	11	3,300	3	3,960	5	0	8	3,960	2	4,620	
	Manmád and Kopargaon Road ...	20	3,300	3	3,960	5	0	8	3,960	11	4,620	
	Total, Násik District ...	164	3,960	69	0	26	0	95	0	69	3,960	

Khándesh ...	Bombay-Agra Road	86	0	86	0	.....		86	0	.....		
	Dhulia-Chálisgaon Road ...	34	0	34	0	.....		34	0	.....		
	Total, Khándesh District ...	120	0	120	0	.....		120	0	.....		
	TOTAL, CENTRAL DIVISION ...	402	5,142	305	390	26	0	331	390	71	4,752	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Poona to Bangalore— Section from the Várna to the Dudhganga River	28	0	28	0	.....		28	0	.....		
	Section from the Dudhganga to the Dhárwár Frontier	90	0	85	0	.....		85	0	5	0	Completed, excepting 5 miles which do not require demarcation as they pass through Government Forests.
	Road from Belgaum to Vengurla— Section from Belgaum to Amboli at the head of the Parpoli Ghát ...	43	0	30	0	.....		30	0	13	0	Completed, excepting 13 miles which do not require demarcation as they pass through Government Forests.
	Road from Belgaum to Bágalkot— Section from Belgaum to Korkop...	43	0	34	1,320	.....		34	1,320	8	3,960	The length remaining to be demarcated is in the Sángli State and not in charge of this Department.
	Krishna Bridge Roads ...	3	1,980	3	1,980	.....		3	1,980	.....		Completed.
	Total, Belgaum District ...	207	1,980	180	3,300	.....		180	3,300	26	3,960	
Dhárwár ...	Poona-Bangalore Road from Dhárwár District—boundary in mile No. 246 to Harihar	106	3,900	106	3,900	.....		106	3,900	.....		
	Kárwár-Bellary Road— Section from Sangtikop to Hubli...	27	3,300	27	3,300	.....		27	3,300	.....		
	Section from Gadag to Hesur on the Bellary Frontier ...	18	0	18	0	.....		18	0	.....		
	Karur Railway Station Road ...	0	2,990	0	2,990	.....		0	2,990	.....		
	Baralkod do. ...	0	900	0	900	.....		0	900	.....		
	Nagargalli do. ...	0	2,877	0	2,877	.....		0	2,877	.....		
	Carried over ...	153	3,407	153	3,407	.....		153	3,407	.....		
		729	3,406	583	2,180	27	2,640	610	4,820	118	3,866	

PROVINCIAL ROADS—*continued.*

I.—Metalled Roads. A.—Bridged and drained throughout—continued.

Executive Districts.	Names of roads	Length of road.	Number of miles of roads demarcated.				Number of miles of roads to be demarcated.		Remarks
			Up to 31st March 1897.		In 1897-98.		Total.				
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft	
	Brought forward ...	729 3,406	583	2,180	27	2,640	610	4,820	118	3,866	
		153 3,407	153	3,407	.....		153	3,407	.....		
	SOUTHERN DIVISION—*continued.*										
Dhárwár ...	Mugad Railway Station Road ...	0 600	0	600	.....		0	600	.....		
	Dhárwár do. ...	0 4,900	0	4,900	.....		0	4,900	.....		
	Dundur do. ...	1 660	1	660	.....		1	660	.....		
	Hulkoti do. ...	0 3,300	0	3,300	.....		0	3,300	.....		
	Hubli-Kumta Road from Trimalkop on the Poona-Bangalore Road to Wadgatti on the Dhárwár Frontier.	9 1,980	7	1,980	.....		7	1,980	2	0	
	Total, Dhárwár District ...	165 4,287	163	4,287	.....		163	4,287	2	0	
Ratnágiri and Kolába.	Road from Karád to Chiplun— Section from Kumbharli Ghát to Chiplún	14 1,664	14	1,664	.....		14	1,664	.....		
	Road from Ratnágiri to Ambaghát— Section over Ambaghát ...	9 1,760	7	1,760	.....		7	1,760	2	0	
	Road from Mahapral to Shirwal— Section from Mahapral on the Bánkoti River to Bhor State boundary	30 0	13	3,960	2	0	15	3,960	14	1,320	
	Road from Alibág to Campoli *viâ* Dharamtar— Section from Dharamtar to Campoli	20 660	20	660	.....		20	660	.....		
	Road from Bombay to Poona— Section from Ulwa to Chowk ...	16 0	16	0	.....		16	0	.....		

	Roads near Panvel—											
	Section from Panvel to Thána ...	9	1,320	9	0	0	1,320	9	1,320	.....		
	Do. from Panvel to Jessai ..	6	3,300	4	1,320	2	1,980	6	3,300	.....		
	Belgaum-Vengorla Road—											
	Section from Amboli to Vengorla .	35	0	.....		.....		.....		35	0	
	Total, Ratnágiri and Kolába District.	140	3,424	84	4,084	4	3,300	89	2,104	51	1,320	
	Road from Sangtikop to Kárwár *vid* Arbail Ghát	74	3,960	18	5,252	.....		18	5,252	55	3,988	55 miles 3,988 feet are not required to be demarcated as they run through Government Forests.
	Road from Kárwár to Kodibag ...	2	2,640	1	4,839	.....		1	4,839	0	3,081	3,081 feet do. do.
Kánara ...	Road from Haliyál to Belgaum frontier up to Linganmath ...	9	0	8	970	.....		8	970	0	4,310	4,310 feet do. do.
	Road from Koney to the Kodibag Road *vid* Jail at Kárwár ...	1	2,490	0	2,640	.....		0	2,640	0	5,130	5,130 feet do. do.
	Road from Junction of Udlur deviation near Ballágali to Ankola ...	3	3,960	2	210	.....		2	210	1	3,750	1 mile 3,750 feet do.
	Road from Haliyál to Mavinkop ...	4	2,640	2	1,620	.....		2	1,620	2	1,020	2 miles 1,020 feet do.
	Total, Kánara District ...	95	5,130	33	4,971	.....		33	4,971	62	159	
	Road from Mahábleshvar to Sátára.	33	0	25	0	.....		25	0	8	0	
	Surul-Mahábaleshvar Road ...	26	2,640	24	0	.....		24	0	2	2,640	
	Road from Karád to Chiplun—											
	Section from Karád to the foot of the Kumbhárli Ghát ...	46	0	42	0	.....		42	0	4	0	
Sátára ...	Road from Sátára to Shendra ...	4	0	3	0	.....		3	0	1	0	
	Poona-Bangalore Road—											
	Section from Nira River to Warna.	100	0	16	0	.....		16	0	84	0	
	Mahapral to Pandharpur—											
	Section from Shirwál to Lonand ...	18	0	2	0	.....		2	0	16	0	
	Karád-Bijápur Road—											
	Section from Karád to Náguz ...	59	0	.....		59	0	59	0	.....		
	Total, Sátára District ...	286	2,640	112	0	59	0	171	0	115	2,640	
	Carried over ...	1,418	3,047	977	4,962	91	660	1,069	342	349	2,705	

PROVINCIAL ROADS—*continued.*

I.—Metalled Roads. A.—Bridged and Drained throughout—continued.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,418	3,047	977	4,962	91	660	1,069	342	349	2,705	
	SOUTHERN DIVISION—*concluded.*											
Bijápur ...	Road from Belgaum to Bágalkot—Section from Kajidoni to Bágalkot.	18	1,980	18	1,980	.....		18	1,980	.....		
	Total, Bijápur District ...	18	1,980	18	1,980	.....		18	1,980	.....		
	Total, Southern Division ...	914	3,601	593	2,782	63	3,300	657	802	257	2,799	
	INDUS RIGHT BANK DIVISION.											
	Bagotora Road	5	0	5	0	.....		5	0	.....		
Western Nára...	Total, Western Nára ...	5	0	5	0	.....		5	0	.....		
	Total Indus Right Bank Division ...	5	0	5	0	.....		5	0	.....		
	ADEN.											
Aden ...	Shaik Othman Road from Barrier Gate at Isthmus to Cantonment boundary	2	4,044	2	4,044	.....		2	4,044	.....		
	Branch Road from mileage O. C. 140 on Shaik Othman Road to Khor...	1	2,919	1	2,919	.....		1	2,919	.....		
	TOTAL, ADEN DISTRICT ...	4	1,683	4	1,683	.....		4	1,683	.....		
	TOTAL (I) METALLED ROADS.											
	A.—BRIDGED AND DRAINED THROUGHOUT	1,446	1,430	1,005	3,345	91	660	1,096	4,005	349	2,705	

I.—*Metalled Roads.* B.—*Partially Bridged and Drained.*

	NORTHERN DIVISION.											
Thána ...	Bombay-Agra Road portion from Kurla to Kására	*65	2,640	30	0	.....		30	0	35	2,640	* In addition to this 2 miles of the road are in charge of the Thána Municipality and half a mile over the creek at Kolsett.
	Road from Dáhánu to Jawhár ...	27	0	27	0	.....		†27	0	.....		† Six miles have been demarcated with stones.
	Total, Thána District ...	92	2,640	57	0	.....		57	0	35	2,640	
	Total, Northern Division ...	92	2,640	57	0	.....		57	0	35	2,640	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Khánápur to Yellápur—Section from Khánápur to Linganmath	22	0	22	0	.....		22	0	.....		
	Total, Belgaum District ...	22	0	22	0	.....		22	0	.....		
Dhárwar ...	Havanur-Ekambi Road—											
	Section Havanur Samasgi Road on Dhárwár Frontier 2nd Section	28	1,320	28	1,320	.....		28	1,320	.....		
	Road on Dhárwár 1st section ...	5	0	5	0	.....		5	0	.....		
	Total, Dhárwár District ...	33	1,320	33	1,320	.....		33	1,320	.....		
	Road from Ekambi to Samasgi ...	6	2,640	0	4,700	.....		0	4,700	5	3,220	Out of this 5 miles 3,220 ft. are not required to be demarcated as they run through Government Forests.
	Road from Palla to Bankápur ...	2	2,640	.....		.....		.....		2	2,640	2 miles 2,640 ft. do. do.
	Road from Koney Bridge to Shezwad	2	3,780	.2	3,008	.....		2	3,008	0	772	772 ft. do. do.
		11	3,780	3	2,428	.....		3	2,428	8	1,352	
	Carried over ...	1,594	110	1,117	4,665	91	660	1,209	45	385	65	
	Carried over Total of I (A)...	1,446	1,430	1,005	3,345	91	660	1,096	4,005	349	2,705	

PROVINCIAL ROADS—*continued.*

I.—Metalled Roads. B.—Partially Bridged and Drained—continued.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
		1,446	1,430	1,005	3,345	91	660	1,096	4,005	349	2,705	
	Brought forward ...	1,594	110	1,117	4,665	91	660	1,209	45	385	65	
		11	3,780	3	2,428	.....		3	2,428	8	1,352	
	SOUTHERN DIVISION—*continued.*											
	Road from Katgal to the bank of Tadri River	1	0	0	2,105	.....		0	2,105	0	3,175	Out of this 3175 ft. are not required to be demarcated as they run through Government Forests.
	Road from Dhárwár Frontier near Wadgatti to Kumta *vid* Sirsi ...	78	2,640	9	696	.....		9	696	69	1,944	69 miles 1,944 ft. do. do.
	Road from Gersappa to Falls and Talguppa	25	0	0	2,535	.....		0	2,535	24	2,745	24 miles 2,745 ft. do. do.
Kánara ...	Road from Yellápur to Bankápur *vid* Mundgod	29	0	3	836	.....		3	836	25	4,444	25 miles 4,444 ft. do. do.
	Road from Sanikatta to Hebul ...	18	0	7	1,345	.....		7	1,345	10	3,935	10 miles 3,935 ft. do. do.
	Road from Haliyál to Supa ...	20	2,640	2	3,635	.....		2	3,635	17	4,285	17 miles 4,285 ft. do. do.
	Road from Sirsi to Shimoga *vid* Banvasi	19	1,320	5	4,772	.....		5	4,772	13	1,828	13 miles 1,828 ft. do. do.
	Road from Yellápur to Haliyál ...	27	0	5	4,850	.....		5	4,850	21	430	21 miles 430 feet do. do.
	Total, Kánara District ...	229	5,100	38	2,082	.....		38	2,082	191	3,018	
Sátára ...	Road from Mahábaleshvar to Sátára.	33	0	25	0	.....		25	0	8	0	
	Total, Sátára District ...	33	0	25	0	.....		25	0	8	0	
Bijápur ...	Road from Bijápur to Miraj—Section from Bijápur to Honwad...	24	3,300	22	850	1	0	23	850	1	2,450	The length of the road to be demarcated is within the town of Bijápur and is within Municipal limits.
	Total, Bijapur District ...	24	3,300	22	850	1	0	23	850	1	2,450	
	TOTAL, SOUTHERN DIVISION ...	342	4,440	140	4,252	1	0	141	4,252	201	188	

	CENTRAL DIVISION.											
Poona ...	Road from FitzGerald Bridge, Poona, to Sirur (Poona-Ahmednagar Road).	41	0	41	0	.....		41	0	.....		By boundary and furlong stones.
	Road from Dápudi to 59th mile-stone (Poona-Násik Road)	.....		.....		.....		.....		.....		Metal broken by famine labour and stacked on road-side.
	Road from St. Patrick's Church, Poona, to 40th mile-stone (Poona-Sholápur Road, Section 1) ...	37	2,640	37	2,640	.....		37	2,640	.....		24 miles by stone boundaries, 13½ by aloe fencing.
	Total, Poona District ...	78	2,640	78	2,640	.....		78	2,640	.....		
Sholápur ...	Yedshi-Tadwála Road	8	0	8	0	.....		8	0	.....		Demarcated with earthen mounds.
	Total, Sholápur District ...	8	0	8	0	.....		8	0	.....		
Násik ...	Násik-Poona Road	33	0	8	2,640	5	0	13	2,640	19	2,640	
	Satighát Road	5	0	.....		.....		.....		5	0	
	Satighát-Harsul Road	2	0	.....		.....		.....		2	0	
	Total, Násik District ...	40	0	8	2,640	5	0	13	2,640	26	2,640	
	TOTAL, CENTRAL DIVISION ...	126	2,640	95	0	5	0	100	0	26	2,640	
	Total (I) Metalled Roads. B.—Partially Bridged and drained...	561	4,440	292	4,252	6	0	298	4,252	263	188	
	II.—Unmetalled Roads. A.—Bridged and drained throughout.											
Surat and Broach.	NORTHERN DIVISION.											
	Road from Párdi to Chival	13	0	13	0	.....		13	0	.....		
	Do. from Daman to Wápi in British Territory	3	2,640	3	2,640	.....		3	2,640	.....		
	Total, Surat and Broach Districts...	16	2,640	16	2,640	.....		16	2,640	.....		
	TOTAL, NORTHERN DIVISION ...	16	2,640	16	2,640	.....		16	2,640	.....		
	Carried over ...	2,024	3,230	1,314	4,957	97	660	1,412	337	612	2,893	
	Carried over Totals of I (A) & I(B).	2,008	590	1,298	2,317	97	660	1,395	2,977	612	2,893	

PROVINCIAL ROADS—*continued.*

II.—Unmetalled Roads. A.—Bridged and drained throughout—continued.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,008	590	1,298	2,317	97	660	1,395	2,977	612	2,893	
		2,024	3,230	1,314	4,957	97	660	1,412	337	612	2,893	
	SOUTHERN DIVISION.											
Dhárwár ...	Road from Dhárwár to Goa—											
	Section from Dhárwár to Tinaighát on the Goa Frontier ...	57	3,600	49	5,204	1	2,391	51	2,315	6	1,285	
	Kárwár-Bellary Road—											
	Section from Hubli to Gadag ...	34	0	34	0	.....		34	0	.....		
	Total, Dhárwár District ...	91	3,600	83	5,204	1	2,391	85	2,315	6	1,285	
Ratnágiri and Kolába.	Road from Deogad to Nipani—											
	Section from Deogad to Dájipur *viá* Phonda	41	1,320	28	4,490	4	790	33	0	8	1,320	
	Road from Mirya Bay to Ratnágiri .	4	1,700	1	900	.....		1	900	3	800	
	Road from Alibág to Campoli *viá* Dharamtar—											
	Section from Alibág to Dharamtar.	13	0	13	0	.....		13	0	.....		
	Section from Pen to Antora ...	1	3,960	1	3,960	.....		1	3,960	.....		
	Road from Pen to Washi ...	3	2,640	3	2,640	.....		3	2,640	.....		
	Road from Dharamtar to Mahád—											
	Section from Dharamtar to Nágothna	13	2,640	13	2,640	.....		13	2,640	.....		
	Total, Ratnágiri and Kolába District	77	1,700	61	4,070	4	790	65	4,860	11	2,120	
	Total, Southern Division ...	169	20	145	3,994	5	3,181	151	1,895	17	3,405	

	CENTRAL DIVISION.										
Násik ...	Nanasighát Road	4	0	.....		0	3,960	0	3,960	3	1,320
	Násik-Balsád Road	39	0	2	0	1	0	3	0	36	0
	Total, Násik District ...	43	0	2	0	1	3,960	3	3,960	39	1,320
Khándesh ...	Roads connecting Government Railways at Bhusával	1	0	1	0	.....		1	0	.....	
	Jakhria-Barighát Road ...	2	2,640	2	2,640	.....		2	2,640	.....	
	Total, Khándesh District ...	3	2,640	3	2,640	.....		3	2,640	.....	
	Total, Central Division ...	46	2,640	5	2,640	1	3,960	7	1,320	39	1,320
	TOTAL OF II (A)—BRIDGED AND DRAINED THROUGHOUT ...	232	20	167	3,994	7	1,861	175	575	56	4,725
	II.—Unmetalled Roads. B.—Partially bridged and drained.										
	NORTHERN DIVISION.										
Thána ...	Road from Neral to Mátheran Post Office	7	2,640	6	0	.....		6	0	1	2,640
	Road from Váda to Shirghát ...	*31	0	30	0	.....		30	0	1	0
	Satavli Khind Roads	2	0	2	0	.....		2	0	.....	
	Total, Thána District ...	40	2,640	38	0	.....		38	0	2	2,640
	TOTAL, NORTHERN DIVISION ...	40	2,640	38	0	.....		38	0	2	2,640
	Carried over ...	2,280	3,250	1,504	1,031	104	2,521	1,608	3,552	671	4,978
	Carried over Totals of I (A), I (B) and II (A)	2,240	610	1,466	1,031	104	2,521	1,570	3,552	669	2,338

* Including 1 mile branch road to Suryámal.

PROVINCIAL ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially bridged and drained—continued.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,240	610	1,466	1,031	104	2,521	1,570	3,552	669	2,338	
		2,280	3,250	1,504	1,031	104	2,521	1,608	3,552	671	4,978	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Belgaum to Kárwár— Section from Belgaum to Shitavda *vid* Khánápur	35	0	14	0	.....		14	0	21	0	Completed excepting 21 miles which do not require demarcation as they run through Government Forests.
	Total, Belgaum District ...	35	0	14	0	.....		14	0	21	0	
Dhárwár ...	Hubli-Sholápur Road— Section from Konur to Hubli ...	40	0	40	0	.....		40	0	.....		
	Havanur-Ekambi Road (1st Section)	17	0	17	0	.....		17	0	.....		
	Anmad-Hemadgi Road from Anmod at the head of the Tinaighát to Hemadgi towards Khánápur ...	6	3,630	6	3,630	.....		6	3,630	.....		
	Kárwár-Bellary Road— Section from Gadad to Hesrur..	11	0	11	0	.....		11	0	.....		
	Gokak Margund Road	5	1,560	.....		.....		.....		5	1,560	
	Total, Dhárwár District ...	79	5,190	74	3,630	.....		74	3,630	5	1,560	

Ratnágiri and Kolába.	Road from Poladpur to Hatkhambe— Section from Poladpur on the Mahád FitzGerald Ghát Road to Hatkhambe on the Ratnágiri-Ambaghát Road	94	2,640	63	1,760	3	2,930	66	4,690	27	3,230	
	Road from Viziadurg to Phonda near foot of Phondaghát	42	0	22	1,980	5	0	27	1,980	14	3,300	
	Road from Palli to Kasarde— Section from Palli on the Ratnágiri-Ambaghát Road to Kasarde on the Viziádurga-Phonda Road	54	0	37	4,620	3	660	41	0	13	0	
	Road from Mahád to Mahábleshvar— Section from Mahád to Kineshwar	15	0	11	2,640	3	2,640	15	0	.....		
	Road from Dharamtur to Mahád— Section from Nágothna to Mahád.	41	0	35	3,980	5	1,300	41	0	.....		
	Road from Sangameshwar to Sakharpe	19	4,000	6	0	.....		6	0	13	4,000	
	Road from Ratnágiri to Ambaghát— Section from Ratnágiri to foot of Ambaghát	33	0	10	0	.....		10	0	23	0	
	Road from Harnai to Khed *viâ* Dápoli...	25	980	14	0	5	0	19	0	6	980	
	Total, Ratnágiri and Kolába District	324	2,340	200	4,420	25	2,250	226	1,390	98	950	
Kánara ...	Road from Sadashivgad to Goa Frontier	5	2,640	4	3,420	.....		4	3,420	0	4,500	4,500 feet are not required to be demarcated as they run through Government Forests.
	Road from Shitavde to Kárwár *via* Kadra and Anshi Ghat	52	0	2	2,710	.....		2	2,710	49	2,570	49 miles 2,570 feet do.
	Road from Yellapur to Ganeshgudi and Barbali	19	0	0	1,710	.....		0	1,710	18	3,570	18 „ 3,570 „ do.
	Koney Sea slope Road to Kárwár ...	1	2,844	0	2,470	.....		0	2470	1	374	1 „ 374 „ do.
	Total, Kánara District ...	78	204	7	5,030	.....		7	5,030	70	454	
	Carried over ...	2,798	424	1,801	3,551	129	4,771	1,931	3,042	866	2,662	
	Totals of I (A), I (B) & II (A) ...	2,240	610	1,466	1,031	104	2,521	1,570	3,552	669	2,338	

PROVINCIAL ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially bridged and drained.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,240	610	1,466	1,031	104	2,521	1,570	3,552	669	2,338	
		2,798	424	1,801	3,551	129	4,771	1,931	3,042	866	2,662	
Bijápur ...	Road from Sholápur to Hubli—Section from Takli on the River Bhima to Konur on the River Malaprabha	115	2,640	74	330	8	0	82	330	33	2,310	
	Road from Karád to Bijápur—Section from Nagaz to Tikota ...	14	2,640	14	2,640	.....		14	2,640	.....		
	Total, Bijápur District ...	130	0	88	2,970	8	0	96	2,970	33	2,310	
	Total, Southern Division ...	647	2,454	386	210	33	2,250	419	2,460	227	5,274	
	CENTRAL DIVISION.											
Poona ...	Poona-Sholápur Road, 40 to 90 mile. (Section II and III)	50	0	50	0	.....		50	0	.....		41 miles by stone boundaries and 9 miles by aloe fencing. Including road from St. Paul's Church, Poona, to 40 mile. By Boundaries and furlong stones.
	Road from Dapuri to 59 mile stone, (Poona-Nasik Road)	53	0	53	0	.....		53	0	.....		
	Total, Poona District ...	103	0	103	0	.....		103	0	.....		

Sholápur ...	Poona-Hyderabad Road from River Bhima to Tandulvádi ...	75	0	75	0	.....		75	0	.....		Demarcated with stones.
	Sholápur-Bijapur Road, from Sholápur to Takli	20	0	20	0	.....		20	0	.....		
	Kuslumb-Yermala Road ...	8	0	8	0	.....		8	0	.....		
	Total, Sholápur District ...	103	0	103	0	.....		103	0	.....		
Ahmednagar	Ahmednagar-Málegaon Road ...	35	1,760	10	3,905	24	3,135	35	1,760	.....		
	Total, Ahmednagar District ...	35	1,760	10	3,905	24	3,135	35	1,760	.....		
Khándesh ...	Dhulia-Surat Road	86	0	36	2,640	7	2,640	44	0	42	0	
	Neri-Ajanta Road	16	1,320	16	1,320	.....		16	1,320	.....		
	Total, Khándesh District ...	102	1,320	52	3,960	7	2,640	60	1,320	42	0	
	Total Central Division ...	343	3,080	269	2,585	32	495	301	3,080	42	0	
	Total of II (B) Partially Bridged and Drained	1,031	2,894	693	2,795	65	2,745	759	260	272	2,634	
	Carried over ...	3,271	3,504	2,159	3,826	169	5,266	2,329	3,812	941	4,972	
	Totals of I (A), I (B), II (A) and II (B)	3,271	3,504	2,159	3,826	169	5,266	2,329	3,812	941	4,972	

PROVINCIAL ROADS—*continued.*

III.—Roads banked and surfaced with 'muram' or similar material but not bridged.

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.				Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1897.		In 1897-98.		Total.		
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms. ft.	
	Brought forward ...	3,271 3,504	2,159	3,826	169	5,266	2,329	3,812	941 4,972	
		3,271 3,504	2,159	3,826	169	5,266	2,329	3,812	941 4,972	
	NORTHERN DIVISION.									
Thána ...	Roads through Nánavli and Medvan Khinds	11 0	10	0	.....		10	0	1 0	
	Total, Thána District ...	11 0	10	0	.....		10	0	1 0	
	TOTAL, NORTHERN DIVISION ...	11 0	10	0	.....		10	0	1 0	
	TOTAL, (III) ROADS—BANKED AND SURFACED WITH 'MURAM' OR SIMILAR MATERIAL BUT NOT BRIDGED ...	11 0	10	0	.....		10	0	1 0	
	IV.—Roads banked but not surfaced, partially bridged and drained.									
	NORTHERN DIVISION.									
Ahmedábád ...	Road from Ahmedábád to Hársol (British portion)	23 0	23	0	.....		23	0	.....	
	Total, Ahmedábád District ...	23 0	23	0	.....		23	0	.....	
	TOTAL, NORTHERN DIVISION ...	23 0	23	0	.....		23	0	.....	

	SOUTHERN DIVISION.											
Kánara ...	Road from Karka to Shamzoda ...	19	0	0	3,800	.....		0	3,800	18	1,480	18 miles and 1,480 feet are not requited to be demarcated as they run through Government Forests.
	Total, Kánara District ...	19	0	0	3,800	.....		0	3,800	18	1,480	
	TOTAL, SOUTHERN DIVISION ...	19	0	0	3,800	.....		0	3,800	18	1,480	
	TOTAL, (IV) ROADS BANKED BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED	42	0	23	3,800	.....		23	3,800	18	1,480	
	VI.—Roads cleared only.											
	CENTRAL DIVISION.											
Násik ...	Karanjali Harsul Road	18	0	2	0	1	0	3	0	15	0	
	Total, Násik District ...	18	0	2	0	1	0	3	0	15	0	
	Total, Central Division ...	18	0	2	0	1	0	3	0	15	0	
	Carried over ...	3,342	3,504	2,195	2,346	170	5,266	2,366	2,332	976	1,172	
	TOTALS OF I (A), I (B), II (A), II (B), III AND IV ...	3,324	3,504	2,193	2,346	169	5,266	2,363	2,332	961	1,172	

PROVINCIAL ROADS—*concluded.*

VI.—Roads, Cleared only—concluded.

Executive Districts.	Names of Roads.	Length of Road.	Number of Miles of Roads demarcated.			Number of Miles of Roads to be demarcated.	Remarks.
			Up to 31st March 1897.	In 1897-98.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	3,324 3,504	2,193 2,346	169 5,266	2,363 2,332	961 1,172	
		3,342 3,504	2,195 2,346	170 5,266	2,366 2,332	976 1,172	
	INDUS RIGHT BANK DIVISION.						
Begári Canals...	Road from Jacobabad to Khaira Garhi	32 2,640	32 2,640	.....	32 2,640	.....	
	TOTAL, INDUS RIGHT BANK DIVISION.	32 2,640	32 2,640	.....	32 2,640	.....	
	SOUTHERN DIVISION.						
Kánara ...	Kundal Ghát approach... ...	9 0	.....	.....	.....	9 0	These are not required to be demarcated as they run through Government Forests.
	Dhokerpa Ghát do.	7 2,640	.....	.....	.....	7 2,640	
	Kuveshi Ghát do.	11 0	.....	.....	.....	11 0	
	Diggy Ghát do.	20 2,640	.....	.....	.....	20 2,640	
	Total, Kánara District ...	48 0	.....	.....	.....	48 0	
	Total, Southern Division ...	48 0	.....	.....	.....	48 0	
	TOTAL, VI ROADS, CLEARED ONLY ...	98 2,640	34 2,640	1 0	35 2,640	63 0	
	GRAND TOTAL, PROVINCIAL ROADS	3,423 864	2,227 4,986	170 5,266	2,398 4,972	1,024 1,172	
	TOTALS OF I(A), I(B), II(A), II(B), III, IV AND VI ...	3,423 864	2,227 4,986	170 5,266	2,398 4,972	1,024 1,172	

LOCAL FUND ROADS.

Local. I.—Metalled Roads. A.—Bridged and Drained throughout.

	NORTHERN DIVISION.									
Ahmedabad...	Ahmedabad to Bareja Road ...	11	0	11	0	.....	11	0	.....	
	Road from Bowla to near Sábarmati Railway Station, Ahmedabad ...	24	0	24	0	.....	24	0	.....	
	Road from Sarkhej to Sánand ...	9	0	9	0	.....	9	0	.....	
	Road from Sánand Town to the Sánand Railway Station ...	2	2,640	2	2,640	.....	2	2,640	.....	
	Road from Ahmedabad to Dholka up to mile No. 8	8	0	8	0	.....	8	0	.....	
	Road from Astodia to Shahalum and thence to Chandola Tank and a branch from Shahalum to Kankeria	2	2,700	0	4,300	.....	0	4,300	1	3,680
	Total, Ahmedabad District ...	57	60	55	1,660	.....	55	1,660	1	3,680
Kaira and Panch Maháls.	Kaira and Mehmadabád Road, including branches	11	1,320	11	1,320	.....	11	1,320	.....	
	Kaira and Sábarmati Road, including branches	14	3,960	14	3,960	.....	14	3,960	.....	
	Nadiád and Vásna Road, including branches	18	2,640	18	2,640	.....	18	2,640	.....	
	Barejri and Náika Road, Kaira Section	9	2,640	9	2,640	.....	9	2,640	.....	Clearly demarcated by survey pillar and water channels.
	Do. do. Ahmedabad Section.	4	3,960	4	3,960	.....	4	3,960	.....	
	Petlád and Cambay Road (British portion)	6	0	6	0	.....	6	0	.....	Demarcated by the Survey Department.
	Nadiád and Kapadvanj Road ..	27	0	27	0	.....	27	0	.....	
	Dákor and Kapadvanj Road ...	20	0	20	0	.....	20	0	.....	
	Vásad and Borsad Road	11	1,320	11	1,320	.....	11	1,320	.....	
	Limkheda-Jhálod Road (British portion)	14	2,640	12	0	2 2,640	14	2,640	.....	
	Godhra and Dohad Road (British portion)	24	0	21	2,640	2 2,640	24	0	.....	
	Total, Kaira and Panch Maháls District	161	2,640	156	2,640	5 0	161	2,640	.....	
	Carried over ...	218	2,700	211	4,300	5 0	216	4,300	1	3,680

LOCAL FUND ROADS—*continued.*

I.—Metalled Roads. A.—Bridged and Drained throughout—continued.

Executive Districts.	Names of Roads.	Length of Road.		Number of Miles of Roads demarcated.						Number of Miles of Roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	218	2,700	211	4,300	5	0	216	4,300	1	3,680	
	NORTHERN DIVISION—*continued.*											
Surat and Broach.	Road from Broach to Jambusar ...	29	0	29	0	.....		29	0	.....		
	Road from Anklesvar to Hánsot ...	13	2,640	13	2,640	.....		13	2,640	.....		
	Road from Anklesvar to Bore Bhátha	3	0	3	0	.....		3	0	.....		
	Road from Surat to Sachin ...	*7	2,640	*7	2,640	.....		7	2,640	.....		* 3½ miles in British territory.
	Road from Sachin to Lajpur ...	3	0	3	0	.....		3	0	.....		4 Do. Sachin State.
	Road from Kim to Tarkeshvar ...	9	0	9	0	.....		9	0	.....		
	Road from Tarkeshvar to Mándvi ...	18	0	18	0	.....		18	0	.....		
	Road from Surat to Bárdoli ...	5	1,320	5	1,320	.....		5	1,320	.....		
	Road from Billimora to Chikhli, British territory	2	2,640	2	2,640	.....		2	2,640	.....		
	Road from Broach to Dehegam ...	2	0	.....		.....		.....		2	0	
	Total, Surat and Broach Districts .	92	3,960	90	3,960	.....		90	3,960	2	0	
Thána ...	Road from Chowk to Karjat ...	†6	0	6	0	.....		6	0	.....		* Demarcated with stones.
	Road from Bándra to Ghodbandar...	*18	1,320	16	0	2	0	18	0	0	1,320	† 10 miles demarcated with stones in 1897-98.
	Road from Sanján Railway Station to Bandar	*2	2,640	.....		.....		.....		2	2,640	Miles. feet. *1 3,960 demarcated with stones.
	Road from Vevji to Umbargaon ...	*4	1,980	.....		.....		.....		4	1,980	*1 1,320 do. do.
	Road from Dáhánu Railway Station to Pawada Creek	1	1,320	.....		.....		.....		1	1,320	1 1,320 do. do.
	Road from Bhiwndi to Kone ...	5	0	2	2,640	.....		2	2,640	2	2,640	Miles. feet. 5 demarcated with stones.

	Road from Sion to Trombay ...	6	0	1	3,960	.....		1	3,960	4	1,320			
	Road from Ghátcoper to Máhul ...	6	0	2	3,960	.....		2	3,960	3	1,320			
	Road from Verár to Agáshi ...	3	2,640	.....		.....		.....		3	2,640			
	Pokharan Road	4	1,320	4	1,320	.....		4	1,320	.....				
	Road from Kurla to Versowa ...	7	2,640	4	2,640	3	0	7	2,640	.....				
	Road from Sopara to Nila ...	1	1,320	.....		.....		.....		1	1,320	1	1,320	do. do.
	Total, Thána District ...	65	4,620	37	3,960	5	0	42	3,960	23	660			
	TOTAL, NORTHERN DIVISION ...	377	720	340	1,660	5	0	350	1,660	26	4,340			
	SOUTHERN DIVISION.													
Belgaum ...	Road from Sunkeshwar to Hukeri...	9	0	9	0	.....		9	0	.....				
	Total, Belgaum District ...	9	0	9	0	.....		9	0	.....				
Dhárwár ...	Dhárwár-Haliyál Road betwen Dhárwár and Mávinkop in Dhárwár Táluka	16	2,640	16	2,640	.....		16	2,640	.....				
	Road from Karajgi to Southern Marátha Railway Station at Karajgi .	3	239	3	239	.....		3	239	.....				
	Motibennur-Byádgi Road ...	3	0	3	0	.....		3	0	.....				
	Total, Dhárwár District ...	22	2,879	22	2,879	.....		22	2,879	.....				
Bijápur ...	Bágalkot-Hungund Road ...	27	2,640	13	3,960	.....		13	3,960	13	3,960			
	Total, Bijápur District ...	27	2,640	13	3,960	.....		13	3,960	13	3,960			
Sátára... ...	Wái-Wáthár Road	18	0	8	0	.....		8	0	10	0			
	Total, Sátára District ...	18	0	8	0	.....		8	0	10	0			
Ratnágiri and Kolába.	Uran-Karanja Road	5	0	2	2,640	.....		2	2,640	2	2,640			
	Total, Ratnágiri and Kolába District.	5	0	2	2,640	.....		2	2,640	2	2,640			
	TOTAL, SOUTHERN DIVISION ...	82	239	55	4,199	.....		55	4,199	26	1,320			
	Carried over ...	459	959	396	579	10	0	406	579	53	380			

LOCAL FUND ROADS—*continued.*

1.—Metalled Roads. A.—Bridged and Drained throughout—concluded.

Executive District.	Names of Roads.	Length of Road.	Number of Miles of Roads demarcated.			Number of Miles of Roads to be demarcated.		Remarks.
			Up to 31st March 1897.		In 1897-98.	Total.		
		Ms. ft.	Ms. ft.		Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	459 959	396 579		10 0	406 579	53 380	
	CENTRAL DIVISION.							
Poona District...	Portion of road from Lakdipul to join Ganesh Khind Road ...	1 220	1 220		.....	1 220	.....	By boundary stones.
	Total, Poona District ...	1 220	1 220		.....	1 220	.....	
Násik ...	Roads in and about Násik ...	2 0	0 2,640		.....	0 2,640	1 2,640	
	Ambegaon-Nánáshi Road ...	1 2,310	.....		.....	.....	1 2,310	
	Total, Násik District ...	3 2,310	0 2,640		.....	0 2,640	2 4,950	
Sholápur ...	Jeur-Karmála Road	11 0	11 0		.....	11 0	.....	Demarcated with stones.
	Total, Sholápur District ...	11 0	11 0		.....	11 0	.....	
Khándesh ...	Chálisgaon Station Road ...	0 4,400	0 4,400		.....	0 4,400	.....	
	Chálisgaon Railway-crossing Road...	0 3,800	0 3,800		.....	0 3,800	.....	
	Station Road at Páchora ...	0 2,000	0 2,000		.....	0 2,000	.....	
	Total, Khándesh District ...	1 4,920	1 4,920		.....	1 4,920	.....	
	TOTAL, CENTRAL DIVISION ...	17 2,170	14 2,500		.....	14 2,500	2 4,950	
	TOTAL (I) ROADS METALLED. A—BRIDGED AND DRAINED THROUGHOUT	476 3,129	410 3,079		10 0	420 3,079	56 50	

I—Metalled Roads. B—Partially bridged and drained.

	Northern Division.										
Ahmedabad...	Road from Dhandhuka to Ranpur ...	18	0	18	0	.....		18	0	.....	
	Road from Dhandhuka to Gogo (British portion)	30	0	30	0	.....		30	0	.....	
	Total, Ahmedabad District ...	48	0	48	0	.....		48	0	.....	
Kaira and Panch Mahals.	Godhra and Sheta Road ...	14	0	14	0	.....		14	0	.....	
	Total, Kaira and Panch Mahals District ...	14	0	14	0	.....		14	0	.....	
Surat and Broach.	Road from Bárdoli to Surbhon ...	5	1,320	5	1,320	.....		5	1,320	.....	
	Total, Surat and Broach Districts...	5	1,320	5	1,320	.....		5	1,320	.....	
Thána ...	Road from Ambadi to Wagreshwari.	4	4,400	1	1,053	2	4,227	4	0	0	4,400
	Road from Kalyán to Málsej Ghát...	35	2,640	35	0	.....		35	0	0	2,640
	Road from Kurla to Koli Kalian ...	0	1,600	.....		.....		.....		0	1,600
	Road from Maroli to Anick Chembur.	0	960	.....		.....		.....		0	960
	Road from Wadowli to Sion Trombay	0	2,800	.....		.....		.....		0	2,800
	Road from Bhyndar to Utan ...	6	1,320	6	1,320	.....		6	1,320	.....	
	Road from Bhiwndi to Váda ...	25	2,640	25	2,640	.....		25	2,640	.....	
	Chincholi Road	0	1,600	.....		.....		.....		0	1,600
	Total, Thána District ...	73	2,120	67	5,013	2	4,227	70	3,960	2	3,440
	Total, Northern Division ...	140	3,440	135	1,053	2	4,227	138	0	2	3,440
	Carried over ...	617	1,289	545	4,132	12	4,227	558	3,079	58	3,490
	Carried over total of I-A ...	476	3,129	410	3,079	10	0	420	3,079	56	50

15·2,640 miles demarcated with stones including ½ a mile for branch road to Murbád. (1·2,640 in 1897-98).

3 miles demarcated with stones.

LOCAL FUND ROADS—*continued.*

I.—Metalled Roads. B.—Partially bridged and drained—continued.

Executive Districts.	Names of roads.	Length of road.	Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
			Up to 31st March 1897.		In 1897-98.		Total.				
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	476 3,129	410	3,079	10	0	420	3,079	56	50	
		617 1,289	545	4,132	12	4,237	558	3,079	58	3,490	
	SOUTHERN DIVISION.										
Dhárwár ...	Dhárwár-Saundatti Road *viâ* Aminbhávi between Dhárwár and Hirebelwádi	11 1,320	11	1,320	.....		11	1,320	.....		
	Navalgund-Annigeri Road ...	11 2,640	11	2,640	.....		11	2,640	.....		
	Total, Dhárwár District ...	22 3,960	22	3,960	.....		22	3,960	.....		
Sátára ...	Peth-Sángli Road	20 0	20	0	.....		20	0	.....		
	Tásgaon-Ashta Road	6 0	6	0	.....		6	0	.....		
	Total, Sátára District ...	26 0	26	0	.....		26	0	.....		
Bijápur ...	Guledgud-Katgeri Road ...	6 2,640	6	2,640	.....		6	2,640	.....		
	Road from Hungund to Ilkal ..	7 3,960	5	0	2	3,960	7	3,960	.....		
	Total, Bijápur District ...	14 1,320	11	2,640	2	3,960	14	1,320	.....		
	TOTAL, SOUTHERN DIVISION ...	63 0	60	1,320	2	3,960	63	0	.....		
	CENTRAL DIVISION.										
Poona ...	Road from Junnar to Náráyangaon...	9 0	2	2,640	.....		2	2,640	6	2,640	By trenches and aloe hedge.
	Road from Poona to Alandi ...	9 0	4	3,960	.....		4	3,960	4	1,320	
	Road from Poona to Singhar ...	13 0	8	0	.....		8	0	5	0	
	Road from Poona to Poud ...	17 2,640	17	2,640	.....		17	2,640	.....		

	Road from Ghoda to Ambegaon (portion of Manchar-Ambegaon Road)	.....		.....		.....		.....		.....		Metal collected by famine labour and stacked on road-side.
	Total, Poona District ...	48	2,640	32	3,960	.....		32	3,960	15	3,960	
Násik ...	Ghoti-Barighat Road	13	1,320	2	0	.....		2	0	11	1,320	
	Násik-Trimbak Road	17	2,640	2	0	.....		2	0	15	2,640	
	Total, Násik District ...	30	3,960	4	0	.....		4	0	26	3,960	
Khándesh ...	Sávada-Gatha Road	3	0	3	0	.....		3	0	.....		Handed over to Local Fund Department.
	Jalgaon-Dharangaon Road ...	19	2,640	15	2,640	.....		15	2,640	4	0	
	Songir-Nandurbár Road ...	44	3,960	44	3,960	.....		44	3,960	.....		
	Chálisgaon-Outram Ghát Road ...	13	1,320	13	1,320	.....		13	1,320	.....		
	Shirpur Branch Road	2	0	2	0	.....		2	0	.....		Handed over to Local Fund Department.
	Total, Khándesh District ...	82	2,640	78	2,640	.....		78	2,640	4	0	
	TOTAL, CENTRAL DIVISION ...	161	3,960	115	1,320	.....		115	1,320	46	2,640	
	TOTAL I.—B.—PARTIALLY BRIDGED AND DRAINED...	365	2,120	310	3,693	5	2,907	316	1,320	49	800	
	II.—Unmetalled Roads. A.—Bridged and drained throughout.											
	NORTHERN DIVISION.											
Thána ...	Road from Boisar to Chinchni ...	7	2,640	6	3,960	.....		6	3,960	0	3,960	7 miles and 2,640 feet demarcated with stones.
	Road from Saki to Vehar ...	3	0	1	0	2	0	3	0	.....		
	Branch Road connecting Pápdi-Gokhirwa and Sátawli Khind ...	1	1,320	.....		.....		.....		1	1,320	
	Road from Pápdi to Gokhirwa ...	4	3,300	3	2,640	.....		3	2,640	1	660	In addition to this 1 mile 7 furlongs of the road is in charge of the Bassein Municipality.
	Road from Bhándup to Vehar ...	2	2,640	.....		.....		.....		2	2,640	
	Total, Thána District ...	18	4,620	11	1,320	2	0	13	1,320	5	3,300	
Kaira and Panch Maháls.	Kálol and Chámpáner Road ...	9	0	9	0	.....		9	0	.....		
	Chámpáner and Jámbughoda Road (British portion)	9	0	9	0	.....		9	0	.....		
	Total, Kaira and Panch Maháls Districts	18	0	18	0	.....		18	0	.....		
	Carried over ...	878	4,589	750	2,812	17	2,907	768	439	110	4,150	
	Carried over totals of I-A and I-B ...	841	5,249	721	1,492	15	2,907	736	4,399	105	850	

II.—Unmetalled Roads. A—Bridged and drained throughout—continued.

Executive Districts.	Names of roads.	Length of road.		Number of miles of roads demarcated.						Number of miles of roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	841	5,249	721	1,492	15	2,907	736	4,399	105	850	
		878	4,589	750	2,812	17	2,907	768	439	110	4,150	
	NORTHERN DIVISION—*continued.*											
Surat and Broach.	Road from Bulsár to Dharampor ...	15	2,640	15	2,640	.....		15	2,640	.....		
	Road from Bulsár to Párdi *vid.* Pár River	6	2,640	6	2,640	.....		6	2,640	.....		
	Road from Domas-Kentish Junction Tower to Gavier	4	2,640	4	2,640	.....		4	2,640	.....		
	Road from Jaferali Gate to Pársi Tower of Silence	1	1,320	.....		1	1,320	1	1,320	.....		
	Road from Ránder to Bhesan ...	2	0	.....		.....		.....		2	0	
	Road from Dehegam to Kukewada .	1	1,242	.....		1	1,242	1	1,242	.....		
	Road from Broach to Zadeshwar ...	2	2,640	.....		2	2,640	2	2,640	.....		
	Road from Chikhli to Bánsda ...	10	2,640	10	2,640	.....		10	2,640	.....		
	Road from Ránder to Olpád ...	8	2,640	8	2,640	.....		8	2,640	.....		
	Road from Surat Railway Station to Varachha	3	2,640	3	2,640	.....		3	2,640	.....		
	Road from Kim to Sahol ...	7	0	7	0	.....		7	0	.....		
	Total, Surat and Broach Districts ...	62	5,202	56	0	4	5,202	60	5,202	2	0	
	TOTAL, NORTHERN DIVISION ...	99	4,542	85	1,320	6	5,202	92	1242	7	3,300	

	SOUTHERN DIVISION.										
Belgaum ...	Road from Gokák to Hukeri ...	18	2,640	18	2,640	.....		18	2,640	.....	
	Road Nipáni to Mahálingpur ...	53	0	53	0	.....		53	0	.....	
	Total, Belgaum District ..	71	2,640	71	2,640	.....		71	2,640	.....	
Ratnágiri and Kolába.	Road from Alibág to Rewas ...	15	0	15	0	.....		15	0	.....	
	Road over Mutholi Khind (Section of Indápur-Tale Road) ...	2	1,655	0	2,375	1	4,560	2	1,655	.....	
	Pen-Panvel Road—										
	Section from Duswi ford to Kali Khind...	3	2,640	3	2,640	.....		3	2,640	.....	
	Section from Kali Khind to Paláspe .	5	3,520	5	3,520	.....		5	3,520	.....	
	Total, Ratnágiri and Kolába District.	26	2,535	24	3,255	1	4,560	26	2,535	.....	
	TOTAL, SOUTHERN DIVISION ...	97	5,175	96	615	1	4,560	97	5,175	.....	
	CENTRAL DIVISION.										
Násik	Shetbari Ghát Road	3	0	.....		.....		.....		3	0
	Total, Násik District ...	3	0	.....		.....		.....		3	0
Poona ...	Road from Talegaon to Railway Station	1	1,320	0	2,640	.....		0	2,640	0	3,960
	Road from Loni-Kalbhor to join Sholápur Road	0	412	.....		.....		.....		0	412
	Total, Poona District ...	1	1,732	0	2,640	.....		0	2,640	0	4,372
Khándesh ...	Máhiji Station Road...	2	2,640	2	2,640	.....		2	2,640	.....	
	Total, Khándesh District ...	2	2,640	2	2,640	.....		2	2,640	.....	
	TOTAL, CENTRAL DIVISION ...	6	4,372	3	0	.....		3	0	3	4,372
	TOTAL II-A, BRIDGED AND DRAINED THROUGHOUT..	204	3,529	184	1,935	8	4,482	193	1,137	11	2,392
	Carried over ...	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242
	Carried over totals of I-A, I-B and II-A...	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242

By trenches and aloe hedge.

LOCAL FUND ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially Bridged and Drained—continued.

Executive Districts.	Names of Roads.	Length of Road.		Number of Miles of Roads demarcated.						Number of Miles of Roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242	
		1,046	3,498	905	3,427	24	2,109	930	256	116	3,242	
	NORTHERN DIVISION.											
Thána ...	Road from Máhim to Váda ...	*32	0	32	0	.....		32	0	.....		*13 miles demarcated with stones in 1897-98.
	Road from Bassein to Nirmal ...	† 4	0	2	0	.....		2	0	2	0	† In addition to this 1 mile and 2 furlongs of the road are in charge of the Bassein Municipality.
	Road from Kalyán to Dhysar ...	9	0	9	0	.....		9	0	.....		Six miles and 1,980 feet demarcated with stones.
	Road from Málád to Merwa ...	3	2,640	3	2,640	.....		3	2,640	.....		
	Road from Kalwa to Belápur ...	7	0	7	0	.....		7	0	.....		
	Road from Bhándup to Agra Road .	0	3,025	.....		.....		.....		0	3,025	
	Road from Govindi to Sion Trombay	0	3,100	.....		.....		.....		0	3,100	
	Road from Kondivli to Bándora-Ghodbandar Road ...	0	3,000	0	3,000	.....		0	3,000	.....		
	Road from Thána to Ghodbandar ...	7	2,640	5	2,640	.....		5	2,640	2	0	
	Pawai Village Road...	2	2,350	.....		.....		.....		2	2,350	
	Kondiwti Road	0	2,200	.....		.....		.....		0	2,200	
	Total, Thána District ...	67	3,115	59	3,000	.....		59	3,000	8	115	
Kaira and Panch Mahals.	Godhra and Khakeria Road, including branch to Godhra Railway Station.	24	1,320	24	1,320	.....		24	1,320	.....		
	Udváda and Sunth Road	20	0	20	0	.....		20	0	.....		

	Total, Kaira and Panch Mahals District	44	1,320	44	1,320	.....		44	1,320	.....		
	TOTAL, NORTHERN DIVISION ...	111	4,435	103	4,320	.....		103	4,320	8	115	
	CENTRAL DIVISION.											
Poona ...	Road from Hadapsar to Nira Bridge (old Sátára Road)	38	4,224	14	3,960	15	3,960	30	2,640	8	1,584	
	Road from Vadgaon to Shikrapur ...	33	0	12	0	.....		12	0	21	0	1 mile by stone and 11 miles by aloe hedge.
	Road from Pátas to Pátas Railway Station	3	1,320	2	0	.....		2	0	1	1,320	1¼ mile by aloe hedge and ¾ mile by stone on one side.
	Road from Bárámati to Khanota ...	21	0	4	4,620	.....		4	4,620	16	660	1 mile by stone and the rest by aloe hedge.
	Road from Nira Bridge to Sirúr ...	55	3,960	9	0	.....		9	0	46	3,960	By aloe hedge.
	Road from Diksál Railway Station to join Sholápur Road ...	1	1,320	1	1,320	.....		1	1,320	.....		By stone on one side for the whole length and aloe fencing on the other for one mile only.
	Road from Lonávli to foot of Sakalpathár	3	0	.....		3	0	3	0	.....		
	Road from Loni to Pábal ...	15	0	.....		.....		.....		15	0	
	Road from Indápur to Bárámati ...	31	0	.....		31	0	31	0	.....		By fixing stones. Metal collected by famine labour or stacked on road side.
	Road from village of Mundva to the proposed Railway station on the G. I. P. line	0	3,692	.....		.....		.....		0	3,692	
	Road from Muncher to Ambegaon...	18	4,100	16	2,640	.....		16	2,640	2	1,460	
	Road from Bárámati to Nira Station	25	0	.....		25	0	25	0	.....		By boundary stones.
	Total, Poona District ...	246	2,776	60	1,980	74	3,960	135	660	111	2,116	
	Carried over ...	1,405	149	1,069	4,447	99	789	1,168	5,236	236	193	
	Carried over totals of I-A, I-B and II-A	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242	

LOCAL FUND ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially Bridged and Drained—continued.

Executive Districts.	Names of Roads.	Length of Road.		Number of Miles of Roads demarcated.						Number of Miles of Roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,016	3,498	905	3,427	24	2,109	930	256	116	3,242	
		1,405	149	1,069	4,447	99	789	1,168	5,236	236	193	
	CENTRAL DIVISION—*continued.*											
Násik ...	Násik-Dindori-Kalvan Road ...	44	0	5	660	.....		5	660	38	4,620	
	Khándesh-Nizám's Frontier Road ...	82	0	3	1,320	.....		3	1,320	78	3,960	
	Násik-Waghad Road	22	0	3	0	.....		3	0	19	0	
	Nánáshighát-Barhe Road ...	11	0	1	0	.....		1	0	10	0	
	Cheraibári Road	1	0	.....		.....		.....		1	0	
	Dholbari-Shelbari Road ...	9	2,640	9	2,640	.....		9	2,640	.....		This road has already been demarcated but was omitted in the last year's statement.
	Total, Násik District ...	169	2,640	21	4,620	.....		21	4,620	147	3,300	
Sholápur ...	Barsi Station Pandharpur Road ...	31	0	29	0	.....		29	0	2	0	The demarcation of the remaining 2 miles of Bársi Station Pandharpur Road and of Pandharpur Janoni Road will probably be completed in 1898-99.
	Pandharpur-Janoni Road ...	41	0	.....		.....		.....		41	0	
	Total, Sholápur District ...	72	0	29	0	.....		29	0	43	0	
Ahmednagar ...	Road from Shrigonda to Vadgaon *vid* Pimpri	7	0	7	0	.....		7	0	.....		
	Total, Ahmednagar District ...	7	0	7	0	.....		7	0	.....		

Khándesh ...	Cross-road at Erandol	1	2,640	1	2,640	.....		1	2,640	.....		
	Bhadgaon-Talvada Road ...	9	0	9	0	.....		9	0	.....		
	Duskheda-Anjala Road ...	4	2,640	4	2,640	.....		4	2,640	.....		
	Mhásvad-Dhulia Road	46	0	39	0	0	2,640	39	2,640	6	2,640	
	Erandol-Dharangaon-Chopda Road.	18	3,960	6	3,960	0	2,640	7	1,320	11	2,640	
	Kajgaon-Párola Road	22	660	20	0	2	660	22	660	.....		
	Dondaicha-Sháháda Road ...	17	0	17	0	.....		17	0	.....		
	Páchora-Bhadgaon Road ...	8	1,980	8	1,980	.....		8	1,980	.....		
	Junction Road at Bhadgaon ...	1	1,320	1	1,320	.....		1	1,320	.....		
	Dhulia-Amalner Road	18	1,320	18	1,320	.....		18	1,320	.....		
	Jalgaon-Jámner Road	22	1,320	22	1,320	.....		22	1,320	.....		
	Nasirábád-Bhadli Road ..	1	2,640	1	2,640	.....		1	2,640	.....		
	Bhusával-Yával Road	10	0	10	0	.....		10	0	.....		
	Bhusával-Sakegaon Road, 1st section.	3	3,960	3	3,960	.....		3	3,960	.....		Handed over to the Local Fund Department.
	Sákri-Pimpalner Road	13	2,640	12	2,640	1	0	13	2,640	.....		
	Station Road at Dhulia ...	9	0	.....		.....		.....		9	0	
	Bhusával-Jalgaon Road, 2nd section from Sakegaon to Jalgaon ...	6	1,320	6	1,320	.....		6	1,320	.....		
	North approach to the river Tápti at Nimgaon	0	2,640	0	2,640	.....		0	2,640	.....		
	South do. do. at Sáwkheda	0	2,640	0	2,640	.....		0	2,640	.....		
	Nimgaon-Chopda Road ...	8	2,640	.....		8	2,640	8	2,640	.....		
	Amalner-Tápti Road	12	0	.....		12	0	12	0	.....		
	Párola-Amalner Road	12	0	.....		12	0	12	0	.....		
	Total, Khándesh District ...	246	2,640	182	4,620	36	3,300	219	2,640	27	0	
	TOTAL, CENTRAL DIVISION ...	741	2,776	301	660	111	1,980	412	2,640	329	136	
	Carried over ...	1,900	149	1,310	3,127	135	4,089	1,446	1,936	453	3,493	
	Carried over Totals of I-A, I-B and II-A...	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242	

LOCAL FUND ROADS—*continued.*

II.—Unmetalled Roads. B.—Partially Bridged and Drained—continued.

Executive Districts.	Names of Roads.	Length of Road.		Number of Miles of Roads demarcated.						Number of Miles of Roads to be demarcated.		Remarks.
				Up to 31st March 1897.		In 1897-98.		Total.				
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	1,046	3,498	905	3,427	24	2,109	930	256	116	3,242	
		1,900	149	1,310	3,127	135	4,089	1,446	1,936	453	3,493	
	SOUTHERN DIVISION.											
Belgaum ...	Road from Gokák to Navalgund ...	45	0	45	0	.....		45	0	.....		
	Road from Athni to Kágwád ...	24	0	24	0	.....		24	0	.....		
	Road from Gotur to Tásgaon ...	47	0	47	0	.....		47	0	.....		
	Road from Saundatti to Dhárwár ...	10	0	10	0	.....		10	0	.....		
	Road from Manoli to Saundatti ...	6	1,320	6	1,320	.....		6	1,320	.....		
	Total, Belgaum District ...	132	1,320	132	1,320	.....		132	1,320	.....		
Dhárwár ...	Harihar-Sámasgi Road	51	1,980	51	1,980	.....		51	1,980	.....		
	Byádgi-Havasbhávi Road	10	3,960	10	3,960	.....		10	3,960	.....		
	Tadas-Gundi Road	34	3,960	34	3,960	.....		34	3,960	.....		
	Masur-Mundergi Road	47	600	47	600	.....		47	600	.....		
	Palla-Bádámi Road	78	1,980	78	1,980	.....		78	1,980	.....		
	Dhárwár-Tadas Road	27	600	27	600	.....		27	600	.....		
	Navalgund-Ron Road	28	0	28	0	.....		28	0	.....		
	Constructing Naregal Gajendragad Road	16	4,149	.....		10	0	10	0	6	4,149	The remaining length is in Nizám's territory.
	Constructing Ron-Gajendragad Road	16	3,168	.....		13	0	13	0	3	3,168	Do. do.
	Constructing Nargund-Mallápur Road	13	1,675	.....		.....		.....		13	1,675	
	Total, Dhárwár District ...	324	952	277	2,520	23	0	300	2,520	23	3,712	

Ratnágiri and Kolába.	Road from Salao to Korlai	2	1,760	2	0	.....		2	0	0	1,760	
	Road from Pen to Kharapade ...	7	0	7	0	.....		7	0	.....		
	Road from Alibág to Rewadanda ...	8	3,960	5	3,960	2	0	7	3,960	1	0	
	Road from Guhágar to Chikhali ...	8	0	8	0	.....		8	0	.....		
	Road from Kolka to Paláspe ...	2	0	2	0	.....		2	0	.....		
	Total, Ratnágiri and Kolába Districts.	28	440	24	3,960	2	0	26	3,960	1	1,760	
Sátára ...	Malhárpeth-Pandharpur Road ...	54	0	17	0	.....		17	0	37	0	
	Karád-Tásgaon Road	35	0	11	0	4	0	15	0	20	0	
	Sátára-Tásgaon Road	64	0	8	2,640	3	0	11	2,640	52	2,640	
	Total, Sátára District ...	153	0	36	2,640	7	0	43	2,640	109	2,640	
Bijápur ...	Sholápur-Belláry Road— Portion from Indi to Támbe ..	13	0	*8	0	1	0	9	0	4	0	
	Bijápur-Sindgi Road...	35	2,640	†20	0	10	0	30	0	5	2,640	
	Road from Indi to Indi Road Station.	3	1,760	3	1,760	.....		3	1,760	.....		
	Muddebihál-Chimalgi Road... ...	19	2,640	10	1,980	.....		10	1,980	9	660	
	Road from Kerur to Katgeri Railway Station	9	0	9	0	.....		9	0	.....		
	Do. Bijápur to Indi (portion from Bijápur to Nágthán	10	0	4	1,980	1	2,640	5	4,620	4	660	
	Bijápur-Bágevádi Road	25	2,640	14	0	.....		14	0	11	2,640	
	Almel-Pandharpur Road (portion from Indi to Almel)	18	4,500	2	3,960	.....		2	3,960	16	540	
	Total, Bijápur District ...	134	3,620	71	4,400	12	2,640	84	1,760	50	1,860	
	TOTAL, SOUTHERN DIVISION ...	772	1,052	542	4,280	44	2,640	587	1,640	184	4,692	
	TOTAL, II—UNMETALLED ROADS. B—PARTIALLY BRIDGED AND DRAINED	1,625	2,983	947	3,980	155	4,620	1,103	3,320	521	4,943	
	Carried over ...	2,672	1,201	1,853	2,127	180	1,449	2,033	3,576	638	2,905	
	Carried over Totals of I-A, I-B, II-A, and II-B	2,672	1,201	1,853	2,127	180	1,449	2,033	3,576	638	2,905	

*Eight miles were demarcated instead of six entered in statement for 1896-97.

†Difference of 3 miles between this and the statement for 1896-97 is due to the three miles being not reported as demarcated in 1896-97.

LOCAL FUND ROADS—*continued.*

III.—Roads, Banked and Surfaced with "Muram" or Similar Material, but not Drained—continued.

Executive Districts.	Names of Roads.	Length of Road.	Number of Miles of Roads demarcated.			Number of Miles of Roads to be demarcated.	Remarks.
			Up to 31st March 1897.	In 1897-98.	Total.		
		Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	Ms. ft.	
	Brought forward ...	2,672 1,201	1,853 21,27	180 1,449	2,033 3,576	638 2,905	
		2,672 1,201	1,853 2,127	180 1,449	2,033 3,576	638 2,905	
	SOUTHERN DIVISION.						
Sátára ...	Tásgaon-Pingli Road	45 0	4 0	1 0	5 0	40 0	
	Total, Sátára District ...	45 0	4 0	1 0	5 0	40 0	
	TOTAL, SOUTHERN DIVISION ...	45 0	4 0	1 0	5 0	40 0	
	CENTRAL DIVISION.						
Násik ...	Satána-Málegaon Road	23 0	4 1,320	.....	4 1,320	18 3,960	
	Total, Násik District ...	23 0	4 1,320	.....	4 1,320	18 3,960	
Poona ...	Road from Kárli Railway Station to join Bombay Mail Road	1 2,640	.....	.....	.....	1 2,640	
	Road from Khed to Pábal	12 0	6 0	.....	6 0	6 0	
	Khed-Bhoregiri Road	31 0	12 0	.....	12 0	19 0	By trench, prickly pear and aloe hedge.
	Road from Junnar to Rájur ...	6 0	2 1,320	.....	2 1,320	3 3,960	
	Road from Yewat Railway Station to join Sholápur Road	1 1,320	.....	.....	.....	1 1,320	
	Road from Loni to Chandgaon ...	4 0	.....	.....	.....	4 0	
	Road from Chinchwad to Railway Station	1 1,320	.....	.....	.....	1 1,320	

	Road from Náráyanpur to Kapur whole	7	2,692	.....		.....		.....		7	2,692
	Road from Aundh to Shelárwádi ...	11	0	.....		.....		.....		11	0
	Total, Poona District ...	75	2,692	20	1,320	.....		20	1,320	55	1,372
Ahmednagar..	Supa-Pimpalgaon-Dipa Road ...	47	3,960	10	1,980	37	1,980	47	3,960	.....	
	Road from Karjat to Chincholi ...	6	0	6	0	.....		6	0	.....	
	Road from Shrígonda to Kashti ...	8	0	8	0	.....		8	0	.....	
	Road from Arangaon to Walki ...	6	0	3	0	.....		3	0	3	0
	Total, Ahmednagar District ...	67	3,960	27	1,980	37	1,980	64	3,960	3	0
	Total, Central Division ...	166	1,372	51	4,620	37	1,980	89	1,320	77	52
	TOTAL, (III) ROADS, BANKED AND SURFACED WITH "MURAM" OR SIMILAR MATERIAL, BUT NOT DRAINED	211	1,372	55	4,620	38	1,980	94	1,320	 117	52
	IV.—Roads, Banked, but not Surfaced. Partially Bridged and Drained.										
	NORTHERN DIVISION.										
Ahmedabad ...	Road from Dholera to Whittle Bandar	8	0	4	3,960	.....		4	3,960	3	1,320
	Total, Ahmedabad District ...	8	0	4	3,960	.....		4	3,960	3	1,320
	Total, Northern Division ...	8	0	4	3,960	.....		4	3,960	3	1,330
	TOTAL, (IV) ROADS BANKED, BUT NOT SURFACED, PARTIALLY BRIDGED AND DRAINED	8	0	4	3,960	.....		4	3,960	3	1,320
	Carried over ...	2,891	2,573	1,914	147	218	3,429	2,132	3,576	758	4,277
	Carried over Totals of I-A, I-B, II-A, II-B, III and IV ...	2,891	2,573	1,914	147	218	3,429	2,132	3,576	758	4,277

It is not necessary to demarcate the remaining miles as they all pass through "Khar" land.

LOCAL FUND ROADS—*concluded.*

VI.—Roads, Cleared only.

Executive Districts.	Names of Roads.	Length of Road.	Number of Miles of Roads demarcated.				Number of Miles of Roads to be demarcated.		Remarks.
			Up to 31st March 1897.		In 1897-98.		Total.				
		Ms. ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
	Brought forward ...	2,891 2,573	1,914	147	218	3,429	2,132	3,576	758	4,277	
		2,891 2,573	1,914	147	218	3,429	2,132	3,576	758	4,277	
	NORTHERN DIVISION.										
Thána	Kusar Ghát Road	4 0	.....		.....		.....		4	0	
	Total, Thána District ...	4 0	.....		.....		.....		4	0	
Kaira and Panch Maháls.	Godhra and Páli Road	16 0	16	0	.....		16	0	.....		
	Páli and Bálásinor Road	8 1,320	8	1,320	.....		8	1,320	.....		Demarcated by the Survey Department.
	Total, Kaira and Panch Maháls Districts	24 1,320	24	1,320	.....		24	1,320	.....		
Ahmedabad ...	Road from Dholera to Ahmedabad...	17 0	6	2,640	0	3,960	7	1,320	9	3,960	It is not necessary to demarcate the remaining miles as they all pass through "Khar" land.
	Total, Ahmedabad District ...	17 0	6	2,640	0	3,960	7	1,320	9	3,960	
	TOTAL, NORTHERN DIVISION ...	45 1,320	30	3,960	0	3,960	31	2,640	13	3,960	

	SOUTHERN DIVISION.												
Bijápur ...	Road from Indi to Sirdhon... ...	26	1,760	2	2,640	.....		2	2,640	23	4,400		
	Total, Bijápur District ...	26	1,760	2	2,640	.....		2	2,640	23	4,400		
	TOTAL, SOUTHERN DIVISION ...	26	1,760	2	2,640	.....		2	2,640	23	4,400		
	CENTRAL DIVISION.												
Násik	Harsul-Thána-Goldari Road ...	10	0	2	0	.....		2	0	8	0		
	Total, Násik District ...	10	0	2	0	.....		2	0	8	0		
Poona District	Road from Dimbhakhurd to Bhimáshankar	22	2,745	.....		.....		.....		22	2,745		
	Road from foot of Sákalpáthár to Bhorkus	8	2,640	.....		.....		.....		8	2,640		
	Road from Bhorgiri to Bhimáshankar	4	2,246	.....		.....		.....		4	2,246		
	Road from Poona to Bhorkus ...	12	0	.....		.....		.....		12	0		
	Total, Poona District ...	47	2,351	.....		.....		.....		47	2,351		
	TOTAL, CENTRAL DIVISION ...	57	2,351	2	0	.....		2	0	55	2,351		
	TOTAL, VI – ROADS, CLEARED ONLY.	129	151	35	1,320	0	3,960	36	0	93	151		
	GRAND TOTAL, LOCAL FUND ROADS.	3,020	2,724	1,949	1,467	219	2,109	2,168	3,576	851	4,428		
	TOTALS OF I-A, I-B, II-A, II-B, III, IV and VI	3,020	2,724	1,949	1,467	219	2,109	2,168	3,576	851	4,428		

APPENDIX F.

ROAD MAP

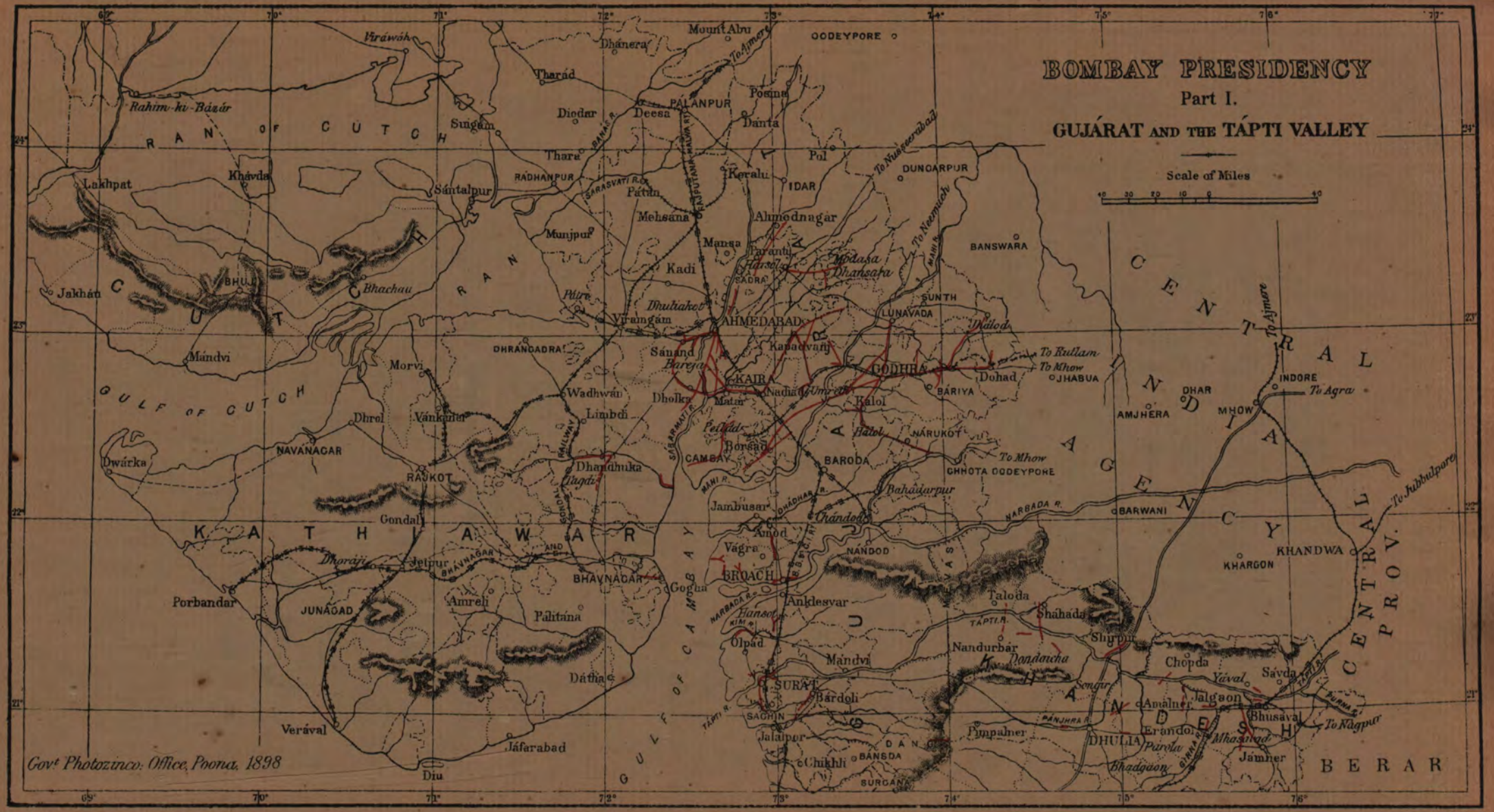
(IN 3 SHEETS)

SHOWING THE PRINCIPAL LINES OF ROAD IN PROGRESS

DURING THE YEAR

1897-98.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY


BOMBAY PRESIDENCY
Part I.
GUJÁRAT AND THE TÁPTI VALLEY
Scale of Miles
40 30 20 10 0 40
RAN OF CUTCH
GULF OF CUTCH
KATHIAWAR
GULF OF CAMBAY
CENTRAL INDIA AGENCY
CENTRAL PROV.
BERAR
KHANDESH
Viráwáh
Rahim-ki-Bázár
Lakhpat
Khávda
Sántalpur
Jakhán
Bhachau
Mándvi
Morvi
Dwárka
Dhrol
Vánkaner
NAVANAGAR
RAJKOT
Gondal
Dhoráji
Jetpur
Porbandar
JUNAGAD
Amreli
Pálitána
Dáthá
Verával
Jáfarabad
Diu
Tharád
Dhánera
Mount Abu
OODEYPORE
To Ajmere
Diodar
Deesa
PALANPUR
Posina
Dánta
Sungam
Thara
Pátan
RADHANPUR
Pol
Keralu
IDAR
To Nusseerabad
DUNGARPUR
Mehsana
Ahmednagar
Munjpur
Kadi
Mansa
Parantij
Harsol
SADRA
Modasa
Dhansara
To Neemuch
BANSWARA
Pátri
Dholaket
Viramgám
AHMEDABAD
SUNTH
LUNAVADA
Dálod
DHRANGADRA
Sánand
Bareja
Kapadwanj
To Ratlam
To Mhow
GODHRA
Dohad
JHABUA
CAMBAY
Dholka
Matar
Nadiad
Umreth
Kaira
BÁRIYA
Kalol
INDORE
To Agra
DHAR
AMJHERA
MHOW
Wadhwán
Limbdi
Dhandhuka
Gogha
BHAVNAGAR
BARODA
NÁRUKOT
Halol
To Mhow
CHHOTA OODEYPORE
Jambusar
Bahádarpur
Chándod
NARBADA R.
BARWANI
To Jubbulpore
Amod
Vágra
BROACH
NANDOD
KHANDWA
KHARGON
Ankleswar
Hansot
Olpád
Taloda
Shahada
Shirpur
Nandurbár
Mándvi
SURAT
Bárdoli
SACHIN
Jalalpur
Chikhli
BANSDA
SURGANA
DHULIA
Pimpalner
Chopda
Yával
Sávda
Amalner
Jalgaon
Bhusaval
To Nagpur
Erandol
Párola
Bhadgaon
Jamner
Mhasvad
Sengir
Kondaicha
TÁPTI R.
NARBADA R.
KIM R.
PÁNJHRA R.
BANAS R.
SARASVATI R.
MAHI R.
DHÁDHAR R.
GIRNA R.
PURNA R.
GOMAL RAILWAY
SABARMATI R.
Govt Photozinco: Office, Poona, 1898

BOMBAY PRESIDENCY
Part II
THE DECCAN, KONKAN AND KARNÁTIC
Scale of Miles
Govt Photozinco: Office, Poona, 1898.
BOMBAY
THÁNA
ALIBÁG
MURUD
JANJIRA FT
RATNÁGIRI
SATÁRA
POONA
SHOLÁPUR
AHMEDNAGAR
NÁSIK
DHULIA
AURANGABAD
KOLHÁPUR
BELGAUM
DHÁRWÁR
KÁRWÁR
PANJIM
SURGANA
DHARAMPOR
DAMAN
JAWHAR
JÁMKHED
AKALKOT
BIJÁPUR
JATH
SAVANTVÁDI
SAVANUR
RÁMDURG
MUDHOL
JAMKHANDI
SANGLI
MIRAJ
KURUNVAD
PHALTAN
AUNDH
BHOR
Sásvad
Supa
Bárshi
Indápur
Madha
Karmála
Karjat
Shrigonda
Jámkhed
Kharda
Pándharpur
Málsiras
Dahiváda
Sángola
Mangalvedha
Atpádi
Vita
Tásgaon
Khánapur
Navalgund
Hubli
Annigeri
Gadag
Shirhatti
Kundgol
Lakamneshvar
Shiggaon
Yellápur
Karajgi
Hangal
Ránebennur
Hirekerur
Siddápur
Telguppa
Gersappa
Honávar
Kumta
Ankola
Sirsi
Margáo
Mapuça
Vengurla
Devgad
Málvan
Rájápur
Vizádurg
Jaygad
Anjanvel
Harnai
Bánkot
Dápoli
Guhagar
Chiplun
Patan
Vedha
Mahád
Roha
Mángaon
Panvel
Kalyan
Bhiwndi
Bassein
Sháhapur
Shahápur
Ghatghar
Igatpuri
Vada
Málhum
Agáshi
Bándra
Colabá
Umbargaon
Dáhánu
Tárápur
Mánor
Párdi
Bulsár
Chikhli
Pimpalner
Satana
Málegaon
Kalvan
Chándor
Dindori
Peint
Niphad
Yeola
Sinnar
Sangamner
Nándgaon
Chálisgaon
Páchora
Jámner
Bhusával
Ajanta
Bhatkal
Nevása
Ráhuri
Shevgaon
Kopargaon
Tákli
Pimpalgaon Baswant
Ghoti
Khed
Sirur
Talegaon Dhamdhere
Yerrowda
Kirkee
Lonavla
Karjat
Khadkala
Pen
Jumnar
Ambegaon
Bhavargaon
Panvel
Karjat
Uran
Nasik
Trimbak
Surgana
Kalvan
Satana
Malegaon
Chandor
Dindori
Peint
Niphad
Yeola
Sinnar
Sangamner
Igatpuri
Vada
Mahum
Tarapur
Manor
Dahanu
Jawhar
Shirgaon
Ghatghar
Akola
Rahuri
Nevasa
Shevgaon
Shahapur
Bhiwndi
Bassein
Kalyan
Murbad
Thana
Bandra
Colaba
Alibag
Murud
Janjira Ft
Roha
Mangaon
Mahad
Sasvad
Supa
Baramati
Indapur
Madha
Karmala
Karjat
Shrigonda
Jamkhed
Kharda
Barsi
Pandharpur
Malsiras
Dahivadi
Sangola
Mangalvedha
Atpadi
Vita
Tasgaon
Jath
Sholapur
Akalkot
Wagadari
Homar
Tolhyderabad
To Madras
Indi
Sindgi
Bijapur
Bagevadi
Muddebihal
Bagalkot
Hungund
Kaladgi
Badami
Ramdurg
Mudhol
Jamkhandi
Sangli
Miraj
Kurundvad
Kagnad
Athni
Kolhapur
Rajapur
Vizadurg
Devgad
Malvan
Vengurla
Sawantvadi
Belgaum
Bagevadi
Sampgaon
Saundatti
Ron
Gadag
Dharwar
Hubli
Khanapur
Goa
Panjim
Mormugao
Margao
Supa
Haliyal
Karwar
Ankola
Sirsi
Kumta
Honavar
Bhatkal
Yellapur
Shiggaon
Savanur
Lakamneshvar
Dambal
Shirhatti
Kundgol
Karajgi
Hangal
Haveri
Ranebennur
Hirekerur
Siddapur
Telguppa
Gersappa
To Bellari
To Bangalore
Maisur
Madras Presy
Sahyadri Mts
Western Ghats
Deccan
Berar
Ajanta
Chalisgaon
Pimpalner
Bhusaval
Jamner
Pachora
Bhadgaon
Umbargaon
Tarapur
Mahum
Agashi
Bassein
Bandra
Colaba
Alibag
Murud
Janjira Ft
Roha
Mangaon
Mahad
Bankot
Harnai
Dapoli
Guhagar
Anjanvel
Jaygad
Vizadurg
Devgad
Malvan
Vengurla
Mapuca
Panjim
Mormugao
Margao
Goa
Khanapur
Bagevadi
Sampgaon
Belgaum
Saundatti
Ron
Gadag
Dharwar
Hubli
Annigeri
Navalgund
Shirhatti
Dambal
Kundgol
Lakamneshvar
Shiggaon
Savanur
Yellapur
Karwar
Ankola
Sirsi
Kumta
Honavar
Bhatkal
Karajgi
Hangal
Haveri
Ranebennur
Hirekerur
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Kalaladgi
Bagalkot
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Mudhol
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Sangli
Miraj
Kurundvad
Kagnad
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Kolhapur
Rajapur
Vizadurg
Devgad
Malvan
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Bagevadi
Sampgaon

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